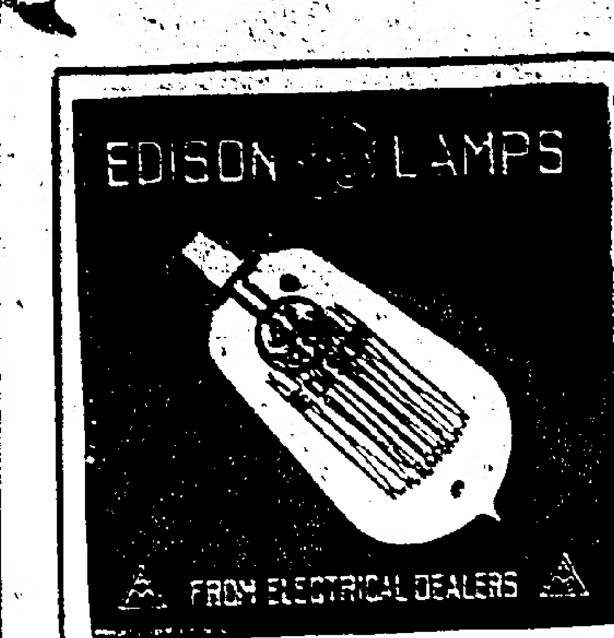

The Hongkong Telegraph.

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(ESTABLISHED 1881).

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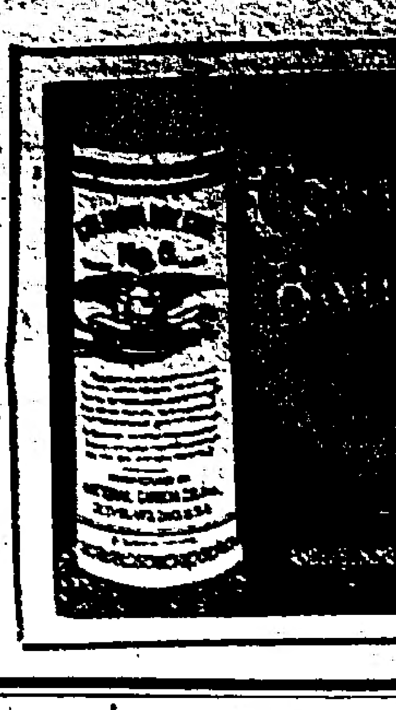

REUTER'S TELEGRAMS.

GREAT POLISH VICTORY.

CAPTURE OF BREST LITOVSK.

Berlin, August 21.

A message from Warsaw says the Poles have captured Brest Litovsk. It adds that three Bolshevist Divisions were annihilated in the operations around Warsaw.

Le Matin, confirming the capture of Brest Litovsk, states that six Red Divisions were surrounded between Siedice and Brest Litovsk, representing 30,000 to 40,000 men. The Bolshevist Headquarters have been transferred to Smolense

A DISORDERLY RETREAT.

Warsaw, August 21.

An earlier official message says the Poles have attained the left bank of the Bug below Brest Litovisk and their right wing has reached the southern forts of Brest Litovsk. The Bolshevik field forces are reported to the retreating in most disorderly fashion and communications with the garrison have been practically cut on all sides.

RED ARMY CUT IN HALF.

London, August 22.

A further great advance is indicated by Reuter's Berlin correspondent who says the Poles have reached Mlawa, sixty miles north of Warsaw, the line thence running north of Prezasnysz and south of Ostrolenka on the Naref. Portions of the Fourth Red Army continue to enter German territory, and 1,500 have already been disarmed.

The Polish centre is approaching the railway at Ostrolenka to Bialystock and has crossed the river near Briansk, eighty miles north-east of Warsaw. The Poles have now cut the Red Army in half and are concentrating upon capturing the Red forces in the Dantzig corridor. Great booty has been seized.

REDS VAIN APPEAL TO GERMANS.

Berlin, August 22

Before the Russians evacuated Soldau they requested German troops to support them in defence of the town. The request was refused

A Berlin newspaper states that six British warships, including two cruisers, are at Dantzig, and also one French cruiser.

POLES AT KATTOWITZ?

Berlin, August 21.

The troubles in Upper Silesia culminated according to the *Berliner Tageblatt's* Breslau correspondent, in the Poles entering Kattowitz this afternoon. The German inhabitants are reported to be fleeing. The Poles previously lodged a series of demands arising from the anti-Polish demonstrations in Upper Silesia which resulted in serious excesses.

A DENIAL.

Berlin, August 22.

There is no truth in the reported entry of the Poles into Kattowitz.

According to the *Deutsche Allgemeine*, Russian troops at various points have crossed the German frontier: for example, at Janovo, where a Brigade Staff, ten officers and ten men entered German territory. The disarming and internment of such troops is proceeding without incident.

AMERICA AGREES WITH FRANCE.

Paris, August 21.

The American Ambassador called at the French Foreign Office yesterday, and, in conversation with M. Paleologue, expressed the satisfaction of the United States Government regarding France's attitude towards Poland.

M. Millerand has telegraphed to M. Jusserand in Warsaw, asking him to transmit to Marshall Pilsudski the French Government's congratulations on the Polish victory.

Regarding the appointment of a French diplomatic representative to General Wrangel's Government, it is understood that this matter will be settled on M. Millerand's return from the French battlefields.—*Havas.*

GREAT BOOTY.

Warsaw, August 22.

The Poles have reached the River Bug, capturing great booty and cutting the Bolshevik forces in half. The Poles are now concentrating upon the capture of the Red forces in the Dantzig corridor. The fact that the operations are now localised at two extremities of the line *demonstrates the importance of* the Polish victory.

THE MINSK CONFERENCE.

London, August 21

A Moscow wireless received to-day, reporting on the second session of the Minsk Conference, says the Poles read a declaration demanding complete and inviolable independence, with no interference in their internal affairs. M. Danishevsky then read the Russian terms, including a crucial demand for the establishment of a militia of workers which shall be armed by the Russian and Ukranian Governments. M. Danishevsky proposed that the Poles' delegation should obtain supplementary authorisation to negotiate peace with Ukraine, which was an independent Republic allied with Russia.

The belief here is that the Polish delegates at Minsk have been prevented from communicating with Warsaw and *vice versa* and are therefore ignorant of the Polish victories.

NEW C. I. C. FOR INDIA.

GENERAL RAWLINSON APPOINTED.

London, August 21.

REUTER'S TELEGRAMS.

GERMAN MOB ATTACKS ALLIED TRAIN.

SOLDIERS ROBBED AND DETAINED.

London, August 22.

A Polish account of the disturbances in Silesia reports that a train transporting British and French officers and soldiers, as well as food supplies, to Memel, on arriving at Pila was attacked by a mob of from 2,000 to 3,000 Germans, who rushed the soldiers and robbed them of watches, rings and valuables. They detained fifteen French soldiers as hostages.

The train was composed of 35 cars, but the Germans only returned seven empty carriages to the Allied Mission, having pilfered all the food and uniforms.

OLYMPIC SPORTS.

MARATHON RECORD BROKEN.

Antwerp, August 24.

Kohlemainen (Finland) broke the world's Marathon record, his time being 2 hours, 32 minutes, 35.4 5 seconds. Loisman (Esthonia) was second, a hundred metres behind. There were forty-seven starters. Valeria (Italy) was third and the other competitors included:—Broos (Belgium), Dumkowsky (Finland), Sofus (Denmark), Leroy (America), Hansen (Denmark), Tallgren (Finland), Tatu (Finland), Linder (America), Mellor (America), Mills (England) and Kanokurz (Japan).

The 3,000 Metre Team Race was won by America, England being second.

MORE IRISH MURDERS.

FOUR POLICE OFFICERS KILLED.

London, August 22.

There has been a series of attacks during the week-end on the police in Ireland. District Inspector Swanzy was shot dead at Lisburn, Ulster, while leaving a church, by five men who escaped in a motorcar. Inspector Swanzy was stationed at Cork and his name was frequently mentioned at the inquest on Lord Mayor MacCurtain.

Sergeant Craddock, in Dublin; Sergeant Maunsell, at Macroom; and Constable O'Hanlon, in a street at Kilrush, were all shot dead on the night of August 21.

HELP FOR HOSPITALS.

A GRANT OF £700,000.

London, August 21.

The National Relief Fund has decided to appropriate £700,000 towards meeting the outstanding liabilities of voluntary hospitals in the United Kingdom, incurred as a result of the war. The Fund will be wound up shortly.

OUTRAGE AT DAMASCUS.

PREMIER AND MINISTER MURDERED.

Paris, August 22.

A message from Haifa says the Premier of the Provisional Syrian Government and another Minister have been assassinated at Damascus.

It appears that the Syrian Ministers were in a train bound for Doraa when they were attacked by armed bands. The Premier and the President of the State Council, as well as two Senegalese soldiers, were killed. The luggage and mails were pillaged. The train eventually reached Haifa,

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, August 24.

One hundred thousand bags of rice for military use were seized in one of the Anfu member's houses in Peking, and a cheap sale thereof is to take place in the capital.

Liang Chi-chao has been invited to Peking by the President to decide the question whether the National Assembly shall be convened. The principal public bodies in various provinces have also been asked to give their opinions on this question.

Owing to the Japanese guards refusing to evacuate the Eastern Railway Line, the Ministry for Foreign Affairs is preparing a formal demand for presentation to the Japanese Legation.

A rumour prevails in Peking that Tse Kwan and Chun Jok-lin have received a telegram from Lak Wing-ting and Shum Chunhsun earnestly requesting military assistance in north-west Kwangsi and eastern Kwangtung.

The store house of the Tientsin and Pukow Railway at [illegible]

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

PUBLIC SERVICE IN SINGAPORE.

FIRMS CRITICISED BY THE GOVERNOR.

Singapore, August 24.

H. E. the Governor has sent a letter to the Straits Association welcoming its efforts to create public opinion. He states that he believes people are coming to recognize they have public duties to perform, besides the aim of money-making, and regrets that some firms do not allow their members to partake in local public work.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

RARE BIRD STOLEN.

Singapore, August 24.

A bird of paradise valued at £400 has been stolen from a collection that is being made on behalf of the London Zoological Society. It belonged to a rare diving species.

SCOUT DECORATED.

Singapore, August 25.

Mr. Sands, Commissioner of Scouts in Malaya, has been awarded the decoration of Silver Wolf in recognition of his ten years' work.

WINDING UP PETITION.

Singapore, August 24.

A petition for winding up the United Malaysian Company has been adjourned.

(Other Telegrams on Page 2.)

MURDER TRIAL.

PRISONER'S DEFENCE.

At the Criminal Sessions this morning, presided over by the acting Chief Justice (Mr. Justice H. H. J. Gompertz) and a jury, the charge against Leung Tai for murder was continued.

The Hon. Mr. J. H. Kemp prosecuted for the Crown, and Mr. F. C. Jenkin (instructed by Mr. F. Wash) defended.

Kwan Chun, the caretaker on the On Lee, examined, said that he remembered recently the trouble on the Pakhoi between travelling traders. He was not present when it occurred. He had gone to Kongmoon then. After that incident when the Hantak arrived in Hongkong there was some trouble, but he did not know much of it, as he was sleeping.

Mr. Kemp raised the objection that the witness was absent on one occasion and asleep on the other. Therefore, the evidence was inadmissable.

The Chief Justice (to Mr. Jenkin):—You wish to establish the fact that something happened on such a date and such a time. The witness cannot speak with any personal knowledge of the occurrence.

Mr. Jenkin:—If the crown takes that line and objects, well I must give in.

The Chief Justice:—I think the Attorney General is justified.

The witness was fined $10, for having left the Court yesterday without permission. He was arrested last night on a warrant.

Leung Tai, the prisoner, examined, said that he was a travelling trader going between Leung Chin village and Hongkong. On July 1st about Lau Chan he went to Hop Lik Wa. As prisoner was going upstairs he met the deceased. This was at about 3 p.m. Prisoner asked deceased when he was going and the reply was "To-night". Prisoner asked deceased whether he had been to Dr. An Kok Lun and he said "no". Both went together to the doctor's place. Immediately when he went, he saw three men running downstairs at an adjourning house, and they said "These are the two men." The deceased was in the yard, and prisoner was in the passage leading to the [illegible] towards him and deceased. Prisoner called out Lau Chun, run! "As prisoner ran he called out "Dr. Au Kok Lun, save life!" He ran toward the Western Market and hid there. He was there concealing himself of two for three hours. He was subsequently detained by one of the Police officers on one the wharves. To the Police officer he said that his name was Chan Hon. The reason why he gave a wrong name was that he was frightened, and did not know what had happened. The three men he saw coming down near the doctor's house were known to prisoner. The latter had a fight with them in June last. His boat was No. 42 and used to convey passengers from Kongmoon to Pakhoi. The deceased and witness were on board this vessel. There was a lot of luggage on board belonging to emigrants and this was removed to a place to enable them to cook. The emigrants after their meals wanted to go on the On Lee and came to witness and deceased and asked them for their baskets. Witness and deceased replied that they would have to wait for the foki to sort them out. One of the emigrant brokers got angry and dragged away one of the fokis and assaulted him there.

Witness and deceased gave the emigrants on board mats to sleep on, but when the emigrants arrived on the wharf at Hongkong they did not return the mats. Deceased and witness chased them. There was a fight on the wharf in which the deceased and the witness took part. Witness, party attacked, but the other side dared not retaliate. The three men who ran down near the doctor's house were those who had a fight with deceased and prisoner on the wharf.

The trial is proceeding.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 [illegible]

MOTOR NOTES.

SOME USEFUL HINTS.

Spark plugs are good indicators for leaking valves. When the valves do not seat properly, burned gases are drawn into the mixture and poor combustion results. The effect of this is a covering of oil and soot on the spark plug points.

• • •

If drivers would keep their heads with them when their machines skid, there would be less skidding accidents. Remember to steer in the direction of the skid at the same instant. Better control will result if the brakes are applied gradually on and off.

• • •

Dirty oil is injurious to an engine. It also means worn oil, which has been used too long and needs replacing. Once a week for the more used parts is not too frequent. A bearing on the ignition unit, the armature bearings of the lighting generator and starting motor should be oiled as directed by the manufacturer.

• • •

When the starter fails to crank the engine, the trouble may be due to a weak battery, poor contact of the battery cables, a short circuit due to defective insulation, switch trouble or trouble in the starting motor. The trouble should be sought in the order named.

• • •

Here is an easy way to remove a wheel from the axle. Get a stout rope and tie it across the wheel, leaving enough room to insert a jack between the rope and the end of the spindle. Place the foot of the jack against the rope and the head against the end of the axle and work the jack slowly so that a pulling force is exerted on the wheel through the rope.

• • •

Wobbly wheels cause the tyres to wear twice as fast as they should. The wheels, therefore, should be watched constantly and tightened up as soon as they show a sign of wavering. Worn bearings might cause looseness in the rear wheels, and the front wheels wobble because of play in the bearings, spindle bushings or steering connecting rod bushings. Demountable rims not firmly bolted to the wheels may also cause trouble.

• • •

In changing from a normal size to an oversize tyre, don't forget to change the speedometer gear if you want to have an accurate speedometer. The rule to follow is, the number of teeth in the large speedometer gear, the one attached to the wheel, should be twice the diameter of the tyre in inches. That is, a 32 by 3½ tyre should have a 64 toothed gear, while a 34 by 4 tyre should have a gear with 68 teeth.

• • •

If you "feel" a loss of compression in any of the cylinders, watch the oil. It may be such a light or thin oil as not to give the engine a tight compression seal. Or it may be due to faulty valve adjustment or incorrect timing. A graphite preparation in oil, in suitable proportions, will help the engine's compression considerably. It will also increase the oil economy and keep the engine in better running condition.

• • •

After studying the distances at which automobiles can stop at various speeds, a traffic inspector compiled the following table for the benefit of the auto driver. The tests were made over a dry paved road by the same machine, with the brakes in good condition. At 18 miles an hour the machine was stopped within 9 feet 2 inches; at 15 miles an hour it stopped in 20 feet 8 inches; at 20 miles an hour, 37 feet; 25 miles an hour, 58 feet; 30 miles an hour, 83 feet 3 inches, and 35 miles and hour, 113 feet.

THE WEATHER.

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EARLIER TELEGRAMS.

POLAND'S GREAT VICTORIES.

Paris, Aug. 20.

Every report arriving from Poland makes it clearer that the Poles have won an overwhelming victory and that the Russian armies are on the brink of disaster.

The "Herald" writes: To-day it is becoming evident that the Polish victory is the work of France. General Weygand, Marshal Foch's Chief of Staff, is in supreme command actually if not officially and it is reported on good authority that the plan of battle was prepared by Marshal Foch himself. Marshall Pilsudski, President of Poland, who is ostensibly in command of the Polish armies, is actually leading a force in the field under French orders. The western wing and centre of the Polish armies are under the direct command of the French Generals, Henrys and Billotte, and nearly a thousand French officers are in the field while French non-commissioned officers are now in charge of artillery units and tanks.—Havas.

NEW FRENCH LOAN.

London, Aug. 21.

The "Times" understands that the French Government will issue a loan in October bearing six per cent. interest and exempt from present and future taxes. The several existing issued French war securities will be admitted in payment of subscription at the price of their issue or more.

GERMAN AMBASSADOR FOR FRANCE.

Paris, Aug. 21.

The French Government has approved of the appointment of Dr. Mayer as German Ambassador.

PRESIDENT WILSON RECOVERED.

Washington, Aug. 21.

Telegrams show that Pres. Wilson has completely recovered from his illness except for slight lameness. He works as usual and takes a daily ride.

BAN ON LUXURIES.

Christiania, Aug. 21.

The importation of luxury articles, as for example motor cars, pearls, diamonds, lace, pianos and phonographs is forbidden.

NEW PETROLEUM COMPANY.

New York, Aug. 21.

It is officially announced that a merger has been completed between the International Petroleum Company and the Tropical Oil Corporation. The deal involves one hundred million dollars. A new International Petroleum Company in connection with the merger will be organised under the laws of Canada.

PORTLAND MARU REFLOATED.

London, Aug. 21.

Lloyd's representative at Aden reports that the Portland Maru from Kobe, previously reported ashore, has been refloated. She arrived apparently undamaged and proceeded to London.

NEW GLEN LINER.

London, Aug. 21.

Messrs. Harland and Wolff have delivered the motor ship Glen Ogil. She has been built for the Glen Line, is 9,500 tons gross and will be employed in the Eastern trade.

O.S.K. ENTERPRISE.

London, Aug. 21.

The Osaka Shosen Kaisha has opened a regular service from Hamburg and Rotterdam to the Dutch East Indies.

SUGAR SPECULATORS BADLY HIT.

London, Aug. 21.

American sugar speculators are having a bad time. Their predictions that prohibition would lead to increased consumption of soft drinks and sweets has utterly failed to materialise and housewives are economising to the utmost; moreover a great sugar beet crop will shortly be available when it is expected that prices will fall to nearly the pre-war level.

COTTON MISSION POSTPONED.

London, Aug. 21.

The Manchester Chamber of Commerce sub-committee has decided to recommend postponement of the proposed cotton mission to Far Eastern markets until 1921 when it is hoped the difficulties in connection with the arrangements will be surmounted.

OBITUARY.

New York, Aug. 21.

Mr. Samuel Roosevelt, the artist, a cousin of the late ex-President Roosevelt, has dropped dead in the Knickerbocker Club.

THE WAR OF 1925.

WHAT MAY HAPPEN IF THE LEAGUE DIES.

Some idea—indeed, a vivid one—of what is likely to be the result if the League of Nations dies is given in a story by Reginald Berkeley in the July number of *To-day and To-morrow*, the monthly journal of the League of Nations Union.

It purports to be the diary of a young Englishman, written *circa* 1925, which was discovered by a Chinese archæologist in the year 3002 A.D. in "the desolate and utterly barren island which was formerly the rich and densely populated home of the British, a race now practically extinct."

The diarist has been mobilised again to fight, this time against his own countrymen, and in the opening pages of the diary he sets down his ideas of the causes which have led to the revolt of Labour against Capitalism that he is to help suppress.

Becauses of opportunites missed by every European Government, the workers of America, France, Germany, Italy, Spain, and Great Britain had taken control of events and declared war on their Governments. The torch had been lit by a trifling labour dispute in Spain, which soon developed into a general strike all over Europe. The Council of the League was called to consider this new menace to the peace of the world, but the authority of this body had been too undermined by the capitalist Governments for its ruling to have any effect, and the revolutionaries, who had thrown in their lot with the Bolshevists, supported the policy of the ultimatum sent from Moscow on behalf of the internationals of all the workers of the earth warning the League that its intervention would be regarded as an act of war.

The diarist is chiefly concerned with the progress of the revolution in England, which commenced with a general strike and the proclamation of a Workers' Republic. The entry relating to his mobilisation runs:—

"So here I am back in khaki, mobilised against organised workers in the British section of the Armies of the League of Nations. All constructive work suspended again. All our energies and brains concentrated once more on destruction. The 'haves' and the 'have nots" fighting for the spoils of the earth. Damn us all. We don't deserve to live. I'm off to play poker in the mess."

Perhaps the most valuable, certainly the most vivid, entries in the diary relate to the theories and mechanisms which are a logical outcome of the last war. Here is the new theory of war as expounded to our soldiers by a divisional staff officer:—

"The objective of an army is not to defeat the enemy's forces in detail; it is to out-manoeuvre those and get in amongst the civilian population. That puts the fear of God into the other side, weakens the 'home front,' and make 'em squeal for peace. I'm not a historian, but it sounds mighty like a reversion to the habits of our savage forefathers.

"Second point of his lecture was that everything now depends on mechanical efficiency. Our big tanks are entirely directed by wireless from the air. This is supposed to be very secret. They aim at getting through the enemy's lines with them and getting in amongst the civil population. My God! it must be like being attacked by prehistoric Saurians. You can't put the things out of action short of a direct hit with a heavy armour-piercing shell."

SCIENTIFIC MONSTROSITY.

The new scientific accessories have revolutionised war. By means of aerial mirrors and strong field glasses movements of troops can be easily distinguished, and the Corps Commander can take in the situation on the whole front at a glance. But the supreme new weapon is the "Brennan wave" barrage. The entry in the diary which descibes this new atocity runs:—

"I attended to-day a demonstration of it upon some wretched dumb animals at one of the Government laboratories. Brennan, the inventor, a shrivelled, beady-eyed atomy, beside himself with his discovery, gave us an explanation of it first before giving a practical exhibition of its effects.

"I am not a scientist, so won't vouch for the strict accuracy of my recollections of his statement, but apparently it is a kind of development of the Hertzian waves of wireless telegraphy—vibrations of the ether. The atoms composing matter, and therefore incidentally composing the human body, are made up of electrons of ether. You send out the Brennan wave, the electrons are made to vibrate in tune to it—phut! life is extinct; the matter composing your body is changed into something else. It is a kind of horrible alchemy."

A later entry outlines retibution:—

"The Brennan is a two-edged weapon. We put down a wave barrage for the attack to-day, but something must have gone wrong with the directing gear. A lot of our own people were caught by it and utterly destroyed."

"LONDON A DESERT."

The diary ends abruptly with the following entry:—

"They've made London a pretty average desert anyhow. Those confounded Glasgow chemists have put together about the most effective incendiary shell that can be imagined. For curiosity I tried to walk along Piccadilly the other day. There's not one building standing, and the road—well, you can't see it! The remains of the Abbey and a bit of St. Stephen's tower are sticking up like decayed teeth. Practically everything else is flat, or, at most, a mound of ruins.

"Buckingham Palace entirely disappeared about a month ago. A big one scored a direct hit and left just a monstrous crater where the Palace and gardens used to be. In a year or so if this goes on there won't be one stone left standing on another in this place. They pump on an average about a thousand big shells (incendiary and otherwise) into it daily. Not a soul dares to live in the place. I've been clinging to my billet near Baron's Court Station—a thundering good cellar: but I shall have to give it up.

There is no need to point the moral or adorn this tale. Mr. Berkeley's terse and vivid writing does that sufficiently. But the reader cannot dismiss it as a brilliant piece of imaginative writing. It has of more practical value than that. It is a piece of intelligent anticipation of what may be expected if the League dies.

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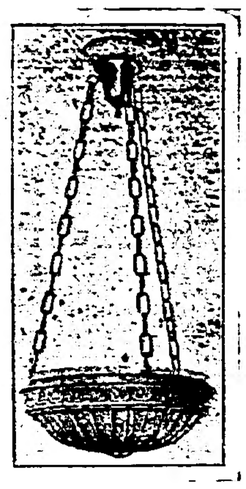

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TOO STRONG FOR THE TYPIST

BAD LANGUAGE CHARGES IN LIBEL ACTION.

Mr. Tyson James Frederick Heap, a Southend councillor, recently sued Mr. John Magrani for libel in the King's Bench Division. The alleged libel was contained in letters. One, written to the local coal controller in March last, ran:—

"I wish to report to you a certain person who styles himself Councillor Heap, and is the agent in Southend of Messrs. Abbott and Co. (Durham Main Coal Co.) His conduct towards me on two occasions has been most insulting: the language used by him, or, I should say, the swearing, I am not able to dictate to my typist.

"This was used on both occasions without any provocation whatsoever of any kind on my part. It is bad enough not to be able to get coal, and I have to go to bed at 8.30 p.m. in order to keep warm.

"This happened last week. I am certainly not going to take insults from an ignorant little puppy lying down.

"As far as I can hear from my neighbours and gentlemen who travel up with me on the train in the morning, I can hear nothing else but complaints about Heap."

A copy of that letter, said Mr. Thomas, KC., was sent by Mr. Magrani to Mr. Heap's employers Messrs. Abbott, to whom he also wrote as follows:—

"After speaking to my neighbours, I hear from them that they have also had trouble with your agent Heap in Southend. I understand from one of my neighbours that he is either a partner or for some reason you don't care to give him the sack."

MORE THAN THE RATION.

Mr. Heap, in evidence, said that for the twelve months ending July 1 last year the defendant, under the Rationing Order, was entitled to eight tons of coal. The quantity supplied exceeded that. Sometimes, to make up a load, it was better, for the sake of the horse and the man, that a little more coal should be delivered.

His Lordship: Is that done to oblige the horse? (Laughter.)

Cross-examined by Mr. Hastings, K.C., for the defendant, witness said he had always treated the defendant with courtesy.

Did Messrs. Abbott write to you:—

"We are continually getting complaints and at the least you must use very little tact in dealing with customers. Southend is the only branch from which we get these complaints, and without there is a widespread conspiracy against you we think your manner with customers leaves much to be desired. You must realise that we are dependent on customers for our trade, and if they are insulted we cannot expect their support."

It was true, said Mr. Heap, that in replying to that he wrote that the attitude and language he used towards Mr. Magrani was over a private matter and not coal. The private matter in question was a message from the defendant to come over and crack a bottle, which he refused.

JUDGE WANTS TO HEAR IT.

Counsel:—What did you call him when he asked that?—I used no bad language.

His Lordship:—Even if it is good, we should like to hear it. (Laughter.)

Counsel:—If a stranger asked you to crack a bottle, what would you call him?—Mad. (Laughter.)

Mr. Hastings:—Have you not been considered a perfect nuisance in Southend?—No.

Witness denied that he ever told Mr. Magrani to go to hell.

His Lordship:—If he had acted on that advice he would not have needed a coal ration. (Laughter.)

In re-examination Mr. Thomas observed that his client did not write classical letters, and had never received a University education.

His lordship said it did not require a University education to know the difference between language used and language said to have been used. He had had no University education himself.

Mr. Thomas:—I thought the world was your lordship's University. (Laughter.)

The hearing was adjourned.

BOY OF 20 GETS A DIVORCE.

AMAZING LETTERS.

Extraordinary features of a divorce suit heard recently by Mr. Justice Horridge were that:—

The petitioner was a youth of 20.

He went through a secret wedding when he was 19.

The honeymoon lasted a day.

A fortnight later his wife wrote asking him to divorce her.

The petitioner, Humphrey Cecil Coysh, of Rossbank, Dovercourt, asked for divorce from his wife, Eve Olivier Coysh (formerly Scott Montagu) on the ground of her misconduct with Robert Brudenell Bruce Sievier, son of Mr. Robert Standish Sievier, the man well-known in the racing world.

Coysh stated that he would come of age next Saturday. He described himself as 22 when he married, whereas he was only 19. He was married at the registry office at Kensington in January 1919. He was then in the Navy.

MARRIED AFTER EIGHT WEEKS.

He stayed with his wife one night at an hotel and then went back to duty. He had only known her for two months before their marriage. A fortnight afterwards he received a letter from her saying:—

Humphrey, I hope you will not be surprised when you get this letter. You must have guessed that something was wrong, and the explanation is this. I do not love you or respect you, therefore cannot consider myself your wife any longer.

You must forget the terrible past you went through, and also that I ever existed. It is a good thing your people know nothing about the whole thing. There is only the Prince's crowd that know (the hotel where he met her) and they don't count. I don't go there now.

It will be absolutely useless to try and see me, because I will not see you. You must go your own way and I will go mine. I am sorry to have to write this. I hope you will some day find someone to love you. Good-bye. —Eve.

"I WANT TO MARRY BOBBY."

He was very fond of his wife, and that letter upset him. He went to London and made inquiries, and found that his wife had gone to Newmarket races. He wrote asking to see her, and she replied asking him to divorce her. She wrote on June 7:—

Now Humphrey, we really must come to some understanding. Neither of us can go on in this way. I want to be free so that I can marry Bobby (Mr. Sievier), so will you arrange to meet me soon, and we will talk it over.

You must also want to be free, so that you can marry some nice girl. If you like, Bobby will meet you and talk it over. Kindest regards.—Eve.

P.S.—I don't think you one bit of a blackguard, I am really sorry for you.

Coysh added that on the day they were married he and his wife went to Sandown Park races and met Sievier, who congratulated them.

"I MUST GET FREE."

He received a letter from her at Katherine-street, Buckinghamgate, saying:—

Dear Humphrey,—I received your letter saying you were trying to get out of the Navy and were going to America, and would then give me a chance of divorcing you.

Bobby and I have been thinking a great deal about it. We have also consulted his mother, Lady Mabel, and her solicitors, and they both say it is better for you to divorce me, because if I tried to divorce you, the King's Proctor would stay in, and I am, and still mean, to live with Bobby as his wife. If you like I will meet you and discuss the whole situation. I hope you are happy and having a good time.

In another letter she wrote:—

I simply must get free at once, so that my baby can be born under the right name of Sievier.

Subsequently she wrote that Sievier had left her, and that she was in want of money. His solicitors, however, wrote that it was not true that she had been left destitute by him.

Mr. Justice Horridge granted a decree nisi with costs. He added that he was doubtful whether he ought not to send the Public Prosecutor, having regard to the false declaration of age by Coysh when he was married.

"These false declarations," his lordship said, "are much too common. However, I shall not do it this time."

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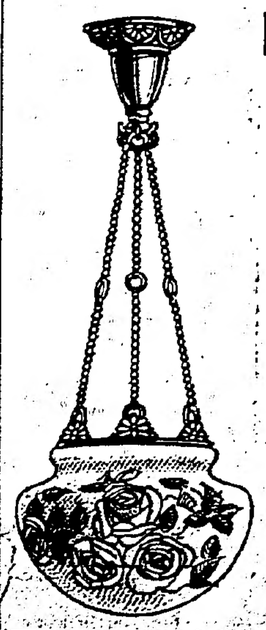

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THE AMERICA CUP.

SHAMROCK'S TWO WINS.

Writing in the *Daily News* on July 16, Mr. Henry J. Grandison says:—

Shamrock IV. has won the first race of the series for the cup.

The previous and only occasion on which a challenger has won a race was on October 19, 1871, when Mr. James Ashbury's schooner Livonia won one race out of five sailed. Lord Dunraven's Valkyrie III. won a race in 1895, but was disqualified.

The result of yesterday's race, won as it was through an accident to our opponent, is regrettable, but it all comes within the fortunes of the game.

Many similar cases could be cited—one as recently, as May 29, in a race from Southend to Harwich when one vessel carried away her bowsprit and her opponent went on and won.

Shamrock IV. had to get home, and she therefore, completed the course. Had Resolute been badly crippled, Shamrock would have stood by to render assistance.

After all, if a Derby favourite falls, another horse wins, and the owner of the winner never suffers in reputation as a sportsman.

The first race has proved unsatisfactory from all points of view.

At the start Shamrock cut it too fine at the line and was over before gunfire, and had, of course, to return and recross.

Resolute's bad luck came later. When nearing the stake boat marking the end of the outward journey her mainsail was noticed to run down the mast. Her main throat halliards had broken, and it was, of course, impossible for her to continue racing, although she held on and rounded the mark well ahead.

As far as the race went, Resolute had it all her own way. She got away with a lead of 200 yards and, suited by light weather conditions, steadily opened out a long lead.

What the position would have been had Shamrock not made her initial mistake must be a matter of conjecture. With her lofty rig she should have been able to keep Resolute well tucked under her lee. If under such conditions Resolute could have got clear and ahead it would prove her to be an immeasurably superior boat.

The mere fact that she was able to increase her lead right away from the start shows her to be an exceptionally smart craft, and we can now only look forward to the next meeting of the pair, and hope for a true, steady breeze, whatever its strength, to fairly test the merits of the contestants.

Shamrock showed a good turn of speed on the run home, covering the 15 miles in one hour and 29 minutes.

The throat halliards which broke on Resolute are those which hoist the jaws of the gaff, that is, the inner end of the spar to which the mainsail is attached. It is not a serious accident and may arise from many causes.

Possibly the jump of sea may have caused a sudden strain. This portion of the halliard is of flexible steel wire. Unless any of the canvas was strained or torn, it is a very simple matter to put right.

The breeze was coming from south-west by south in the morning, but was very light and unsteady.

Shamrock made a very bad start. She was across the line before the signal, and had to return and recross. Resolute consequently got away first and crossed the line 58 seconds ahead of the challenger.

Resolute appeared to be pointing higher, but in the fluky breeze she might have been picking up some freer puffs. The light airs seemed to favour Resolute, and Shamrock made no appreciable impression on her lead.

At the Shrewsbury Buoy, 9 miles out from the start, the times were taken: Resolute 2hr. 8min. 10sec.; Shamrock, 2hrs. 12min. 45sec.

About half an later the breeze increased in weight, but Resolute further improved her lead, but when near the stake boat her throat halliards broke, and her mainsail, of course, came down the mast. She, however, held on and rounded the mark, the times there being:—

	H. M. S.
Resolute	2 52 54
Shamrock ...	2 57 39

The defender then gave up and left Shamrock to finish the race alone. In an improving breeze Sharmock ran home and finished easily within the six hours time limit. Finishing time:—

	H. M. S.
Shamrock ...	4 26 26

THE SECOND RACE.

Writing on July 21, Mr. Grandison says:—

Yesterday's race was a resail of Saturday's and was again over a triangular course, the first leg of which was laid south-east, the the second west by north, and the homeward leg north-east by north.

The breeze was light from about west, and the vessels started on an easy reach on starboard tack.

The starting gun was fired at 12.15.

Shamrock got away with the start, leading her opponent across the line by 38 seconds.

The official starting times were given as:—

Shamrock IV. ...	12 15 48
Resolute	12 16 26

Big-reaching headsails were hoisted by both vessels, but Shamrock's balloon jibtopsail, which had been hoisted in stops, that is, rolled up and tied with yarns, would not break out, and while the crew were struggling with the sail, Resolute crept up and went ahead.

After half an hour's sailing the defender was a quarter of a mile ahead.

Shamrock then set a spinnaker on the bowsprit, and, picking up a slant of wind, passed Resolute to windward.

For the uninitiated, I may mention that a bowsprit spinnaker is a huge sail of light texture, which is hoisted to the topmast head and out to the bowsprit end, and fills the whole of the fore triangle usually filled by foresail, jib, and jibtopsail.

At the end of an hour and a quarter the challenger was leading by a quarter of a mile, and continued improving on this lead as long as the wind held steady.

Both vessels gybed to make for the mark, where in rounding they were timed:—

	hrs.	m.	s.
Shamrock ...	2	28	28
Resolute ...	2	32	47

In another 50 minutes' sailing Shamrock had covered five miles of the second leg of the course, and was then a mile ahead, but a few minutes later the breeze died out, and it began to be doubtful whether the vessels would be able to finish within the time limit.

Shamrock was a couple of miles away from the second mark when the breeze flickered out, but a new breeze came in from the south-west and set the vessels going again.

The times of rounding the second mark were:—

	hrs.	m.	s.
Shamrock... ...	4	26	29
Resolute	4	35	36

This meant a lead roughly of nine minutes for 20 miles sailed.

When round the mark Resolute began to reduce the challenger's lead.

Both vessels were carrying balloon headsails, and after half an hour's sailing on this leg of the course a big bole appeared in Shamrock's balloon jib.

The wind then came dead aft, and Shamrock set her spinnaker for a run home when five miles from the finish. Resolute set her spinnaker immediately afterwards.

With the breeze astern Resolute was getting the best of the airs, and was holding her own on the run.

In a soffening breeze the race finished:—

	brs.	min.	sec.
Shamrock (winner)	5	38	6
Resolute.....	5	48	11

Deducting the time allowance of 7min. 1sec., to which is added the time by which Resolute was astern in crossing the starting line, Shamrock's winning margin is 2min. 26sec.

MR. BURTON JUSTIFIED.

British yachtsmen generally will experience a sense of relief on learning that no change of helmsman was made in Shamrock IV.

When Mr. Burton was selected for the responsible position, he carried with him the confidence and good wishes of all sections of yachtsmen in this country. He is not our only amateur helmsman, but it would be difficult to find his superior.

In yachts of his own, and sailed by himself, he has won over 1,000 prizes, and he has won the majority of these in what we call pure class racing, and against boats sailed by some of our most experienced professional skippers.

That a mistake was made in the start of the first race is admitted and explained by Mr. Nicholson, who accepts responsibility for advising the tactics.

This sportsmanlike explanation clears the air and proves some of the hard criticisms lavished on Mr. Burton to have been unwarranted.

Yesterday's race has proved my contention, that, if only a steady breeze would come on a race day, Shamrock would render a good account of herself.

As long as there is a steady breeze to keep her constantly moving, she develops speed, but she does not show to advantage on a day when the wind is in patches. She does not maintain her speed between puffs.

Further the race afforded Mr. Burton the opportunity of displaying his seamanship, and in the handling of the boat, honours rested with the challenger's skipper.

The only time during the race when Resolute looked dangerous was in the run home, and it often happens when vessels are dead before the wind that the one astern gets the first of every new streak of wind.

PLAYING GAMES OR LOOKING ON.

WHICH IS THE BETTER FORM OF SPORT?

Edgar Rowan writes in the *Daily Chronicle*:—

Walter Hagen, the golf champion of the United States, has just returned to his own land after a visit to this country, and I notice that in a farewell interview he made these remarks:—

"One thing that has surprised me about your English golf is that the general interest in the game is not nearly as keen as I expected to find it. I agree with an excellent judge that it wants stirring up.

"I do not think there is anything like the enthusiasm for golf that we are experiencing in my country. Everybody there is eager about it. This you will find illustrated in the visit of Vardon and Ray to the States. The moment they land everybody will be rushing to book them up with engagements, and they can fill in every waking hour if they choose. Golfers will flock to see them."

I think most people in this country who notice what is going on around them will agree with me that Mr. Hagen is sadly at fault in his conclusions.

THE GOLF BOOM.

The fact is that so far from our golf needing to be stirred up, it is so popular to-day that, with the present accommodation, there is very little room for any new players.

It would be difficult to take a census, but it is beyond all question that more people are playing golf in this country to-day than ever before, and in many circles it is the one interest in leisure hours. It has become as important to take golf sticks with you when you travel for business or pleasure as to pack your razor or you hairpins. In fact golf has become one of the two great crazes of the day.

But Mr. Hagen has revealed the fact, in the remarks I quoted above, that he judges enthusiasm for golf by the size of the crowds that gather to see it played.

THE TEST OF REAL POPULARITY.

There, I think, he is utterly wrong. That is not the test of the real popularity of a game at all. People who watch games are not, for so long as they are looking on at any rate, playing those games for themselves.

It seems that golf—and any other game, for the matter of that—will have reached its highest and healthiest point of popularity when a match between Mr. Hagen and our best man will not attract a single spectator, because all the people who are interested in golf are themselves playing instead of looking on.

Indeed, Mr. Hagen's criticism that the people of this country are not enthusiastic about watching golf is actually the most flattering thing any American has said about us for a long time, for we happen to know, if he does not that most of us are too busy playing games to have time to watch others playing.

Indeed, I hold the opinion—due, my plain-spoken friends tell me, to my own poor performances on court and course—that even to watch occasionally some crack players is destructive of the true spirit of your own game.

THE SNARE OF PROFICIENCY.

I have in mind a friend whose lawn tennis form was—though it may sound impossible—nearly as bad as my own. But he was what I should call the Happy Player. He rushed about the court, laughed whenever he missed the ball altogether—which gave him a tremendous amount of laughter in the course of a game—and if he hit the ball at all he usually slogged it over the trees at the far end of the ground. He got a tremendous lot of fun and health and recreation out of the game, and would go home so hot and tired that he had no need for any other heaven.

Then a foolish friend took him to see the world's champion at Wimbledon. He came back full of new visions and ideals and all sorts of things that are, to my mind, very irritating if they invade one's hours of recreation.

He no longer laughed when he missed a ball or served a long series of faults. Instead, he gnashed his teeth and wondered how Tilden or Johnston would have done it. And when he changed his shoes and put on his jacket at the end of the day he was no longer hot and happy, but hot and irritable at thinking how far he still lagged behind the Wimbledon standard.

Give me a man who can't play ten cents worth of lawn tennis in a dozen sets, but enjoys every stroke, good or bad, and I will show you the happy, healthy man. But give me the man who worries about his form and progress, and I will show you a man who ought to take all his physical exercise on a chessboard.

GAMES OR GATES?

One of the most hopeful things about these after-war years is that more people are playing games than ever.

I had an interesting example of this when I was in the West of England the other day. A cricket enthusiast complained to me that it was difficult to get the support necessary to keep a village team going, because all those who could not get a place in the eleven preferred to go away and play tennis or golf instead of looking on at cricket. For the sake of keeping the village eleven going I hope that he will find a way out of his difficulties, but it is good to know that games are no longer a spectacle, attracting big "gates" but are increasingly becoming something in which all will take part.

And when we can get plenty of lawn tennis on hard courts in the winter, for those who do not play golf, we may even see the football crowds decrease because people are playing on a winter afternoon instead of looking on. And if you are merely a lover of your country, and an enthusiast for healthy and sport, instead of being a shareholder in a football club, you will probably think the fewer clicks on the football turnstiles to be a very good thing.

QUEEN'S DISPENSARY.

NOTICE.

We beg to announce that on August 29th, the Queen's Dispensary will be removed to ST. GEORGE'S BUILDINGS.

(OPPOSITE STAR FERRY).

HARPER AND CO., LTD.

CANTON.

Messrs. Alex Ross & Co. beg to announce that on the 28th inst. they will establish a Branch Office of their Machinery and Motor Business in Canton, at the following address:—

ALEX ROSS & CO.
Mission Buildings,
Chinese Bund.

Hongkong, 17th August, 1920.

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Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects.

Prospectus on application.

SHORTHAND CLASSES

St. Mary's School, Kowloon. Evening classes for Young ladies in Pitman's Shorthand will reopen on the 3rd September. There will also be a class for beginners.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate, versed in literature, has been a teacher to Europeans Officials and merchants in this Colony for over twenty years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of first rate certificates as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to No. 192, Queen's Road, Central, 2nd. floor.

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A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No.:—

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 28th. August 1920.

commencing at 11 a.m.

at their Sale Rooms, Duddell Street,

(For account of the concerned)

50 Instantaneous Electric Water Heaters 100 volts

(more or less damaged by sea-water)

Terms:—Cash on delivery

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 26th. Aug., 1920.

Commencing at 11 a.m.

at their Sales Rooms, Duddell Street

16 Bales Woollen Overcoatings

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th August 1920.

commencing at 12 o'clock (noon)

(for account of the concerned)

at their Sales Rooms, Duddell Street

Salved from the s.s. "Chiyo Maru"

3 Boilers
dimensions
length 11' 8"
diameter 16' 3"
weight about 55 tons
now lying at the Taikoo Dockyard

Order for inspection may be had on application to undersigned.

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Friday, the 27th. August, 1920.

at 12 o'clock (noon)

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(for account of the concerned)

The Wreck of the S. S. "CHIVO MARU"

as she now lies off the Lema Islands

Terms: Cash on fall of hammer when the wreck will be at purchaser's risk.

LAMMERT BROS.
Auctioneers.

Burglar & Fire-resisting

SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMMERT BROS.
Duddell Street.

WANTED.

Gentleman, possessing house on Peak (Barker Rd. level) from October 1st, desires companion to share expenses for about 6 weeks. Apply Box 422 c/o "Hongkong Telegraph."

FIFTY DOLLARS REWARD.—To whom will procure for rent a convenient and suitable European house not less than five rooms. Write with full particulars, P.O. Box No. 8.

WANTED.—AN ELECTRICAL or MARINE ENGINEER is required as a Shift Engineer at the Generating Station of the HONGKONG ELECTRIC CO., LTD. North Point. Apply in writing accompanied by details of experience and copies of testimonials to The Manager, HONGKONG ELECTRIC CO., LTD. St. George's Buildings.

WANTED.—By Life Insurance Co., Chinese Junior Clerk-Typist. Must have good knowledge of English. Apply, giving qualifications, references and salary expected to Box 420 c/o "Hongkong Telegraph."

WANTED.—A Billiard Table, any size. Reply to Box No. 421 c/o "Hongkong Telegraph."

FOR SALE.

The Twin Screw Single Ladder, Steam Hopper Dredger "St. Enoch"

now moored in Hongkong Harbour.

Length 185 feet; beam 36 feet; depth 15 feet 6 inches.

Draft, empty 10 feet 6 inches; loaded 12 feet 8 inches.

Depth to which buckets will dredge, 46 feet.

Capacity of Hoppers, 420 cubic yards.

Can discharge over the side at 4 feet 6 inches above water level.

For further particulars apply to:—

A. H. HOLLINGSWORTH,
Director of Public Works.

Public Works Office,

Hongkong, 23rd August, 1920.

FOR SALE.—Passenger and cargo steamer built in 1892, classed 100 A1 in 1919, length 465', breadth 52', moulded depth 26'. D. W. capacity about 6,000 tons.

Three decks, wood sheathed. Sea going speed loaded 15 knots. Large passenger accommodation. For further particulars apply Box 412 c/o "Hongkong Telegraph."

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FOR SALE.—Two duplicate electric lighting sets each consisting of:—A 4-cylinder vertical gas engine direct coupled to a 65 kilowatt direct current dynamo, 600 amps, 110 volts, at 240 r. p. m. Suction gas generator (open hearth) complete with scrubbers and all connections. Independent air compressor, storage tank, etc. For further particulars regarding the above, which can be seen under working conditions. Apply Box 423 c/o "Hongkong Telegraph."

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DE LA MAISON C. BONNARDEL.

Most of the large selection of Hats imported from Paris having been sold, and not desiring to send the remainder back to Paris, the representative of the above firm, who is shortly returning to France, will sell the rest of this dainty new stock to the Ladies of Hongkong at cost prices.

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REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(Direct)

"PROTESILAUS"	3rd Sept.	London, Amsterdam & Hamburg
"ACHILLES"	9th Sept.	London, Amsterdam & Antwerp
"MENTOR"	21st Sept.	London, Amsterdam & Antwerp
"KEEMUN"	12th October	London, Amsterdam & Hamburg
"TEIRESIAS"	26th October	London, Rotterdam and Antwerp

LIVERPOOL SERVICE
(Direct or via Continental Ports)

"BELLEROPHON"	25th August	Genoa, M'les L'pool & Glasgow
"RHESUS"	4th Sept.	Havre and Liverpool
"CYCLOPS"	11th Sept.	Genoa, M'les, L'pool & Glasgow
"TITAN"	5th October	Genoa, M'les, L'pool & Glasgow

PACIFIC SERVICE
(via Kobe and Yokohama)

"TALTHYBIUS"	6th Sept.	Victoria, Seattle and Vancouver
"TYNDAREUS"	5th October	
"TEUCER"	5th Nov.	

NEW YORK SERVICE
(via Suez or Panama)

As per Joint Service Advertisement on Page 9.

HOMEWARD PASSENGER SERVICE

"MENTOR"	21st September	for London direct
"STENTOR"	8th October	for London direct
"TEIRESIAS"	26th October	for London direct
"IDOMENEUS"	9th November	for Liverpool via Marseilles

For Freight and all Information Apply to

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AGENTS.

CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "SHINYO MARU"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS, via SAN FRANCISCO, HONOLULU & JAPAN PORTS.

The above named Steamer having arrived, Tuesday 24th Aug., 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Tuesday, 31st Aug., 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Thursday, 2nd September 1920, at 11 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,
Manager.

Hongkong, 24th August, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

S.S. "WEST HIKA."

From LOS ANGELES via HONOLULU, JAPAN PORTS & SHANGHAI.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous Godown of the Hongkong & Kowloon Wharf & Godown Company, Limited, at Consignees risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on 30th August, 1920.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after August 30th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

LOS ANGELES PACIFIC NAVIGATION CO.
as Operators, U. S. Shipping Board.

Hongkong, 23rd August, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer
"MENTOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 23rd August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd August, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer
"ACHILLES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 23rd August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th Aug., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th Sept., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd August, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship
"TAMBA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 28th August, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 22nd August, 1920.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

THE Company's Steamship
"NAGATO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 29th August, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on **Tuesday & Friday**. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 22nd August, 1920.

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS
Call Flag "L"

Sole Agents for
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Works ... ... Tel. K.21.
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CONSIGNEES.

HOLLAND-OOST AZIE LIJN.
(HOLLAND-EAST ASIATIC SERVICE)

NOTICE TO CONSIGNEES.

From HAMBURG, AMSTERDAM, GENOA & STRAITS.

The Steamship
"BAARN"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 31st August will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 30th of Aug., at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.
General Agents.

Hongkong, 24th August, 1920.

MANY GERMANS APPLYING FOR PATENTS.

CHEMICALS, TOYS, AND GAMES IN THE LIST.

That Germany has not allowed "the grass to grow beneath her feet" during the war is clearly indicated by the large number of applications for patents from that country.

There is naturally an accumulation of these, writes a *Daily Chronicle* representative, owing to the expiration, on July 10, of the period of grace allowed, under the provisions of the Peace Treaty, for the filing of applications at the British Patent Office. During the war the latter was dealing with no more than 50 per cent. of its normal number.

Messrs. Hughes and Young, the well-known patent agents, told a *Daily Chronicle* representative that between January 7 and July 10 over 20,000 applications were filed—an increase of over 3,000 compared with the same period last year.

"A very large number of patents for chemicals have been taken out from Germany," said Mr. Hughes, "while war material figures prominently in the list.

"Krupps alone have taken out over 90 in two weeks, and there are applications from a prince and several barons.

"Judging from the applications, German toys and games will soon be deluging the English market, though I fancy that the English inventor can hold his own."

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HOLLAND-EAST ASIATIC SERVICE.

Regular monthly service between
Japan ports, Shanghai, Hongkong and Manila
and
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S.S. "TOBA" Beginning of September.

FOR AMSTERDAM AND HAMBURG.
S.S. "BAARN" September.

FOR ROTTERDAM AND HAMBURG.
S.S. "TJIMANOEK" October.

FOR AMSTERDAM AND HAMBURG.
S.S. "KANGEAN" November.

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This vessel offers excellent cabin-accommodation for saloon passengers.

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TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamers
For
SEATTLE - TACOMA - VICTORIA - VANCOUVER
via Kobe and Yokohama.

"DELIGHT" 8th September.
"EASTERN MARINER". 25th September.

further sailings to be announced later.
Through B/Ls issued to all Overland Common points in U.S. and Canada.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
Sailing.—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. and 5 p.m. Sundays 5 p.m. only.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.
To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)
From Macao—Daily at 8.30 A.M. and 2 P.M. (Mondays at 7 A.M. & 2 P.M. Sundays at 5 P.M. only.)
Police Permits to leave the Colony are not required.

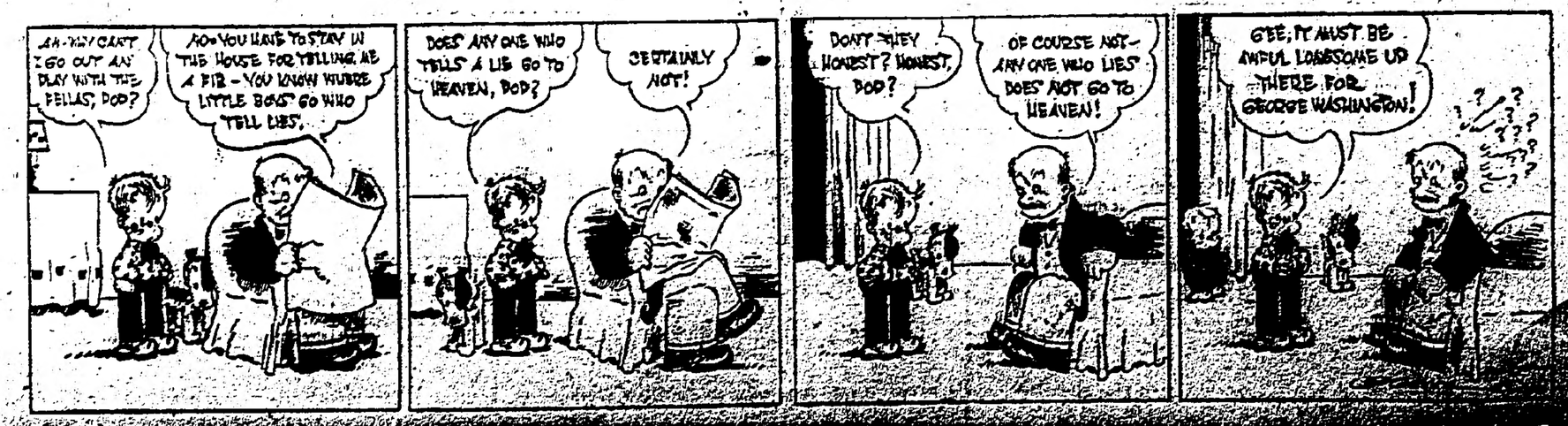
Further information may be obtained at the Co's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

GENERAL NEWS.

LIFTING THE PASSPORT BLOCKADE.

It is good news says the *Daily Mail* that the Supreme Economic Council has strong representations regarding the blockade to the various Governments. Much remains to be done before the blockade can be said to have been lifted, but there has been a distinct advance in many countries since the work of breaking down the restrictions on travel was begun. These restrictions are one of the most disagreeable legacies of the war.

FRECKLES AND HIS FRIENDS — 'Tis True—George Hasn't Much Company! — BY BLOSSER.



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very Old liqueur

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The same high standard of quality still maintained.

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Cable Address: Telegraph, Hongkong.

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Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 25, 1920.

JAPAN AND AMERICA.

One of the most important questions that affects the future friendly relations between the United States and Japan is that of Japanese immigration into America. It might with propriety be also said that this question largely governs the future peace of the Orient and it is a question that is recognised by the two nations concerned as being extremely delicate and difficult. We in Hongkong are apt to think little about it, but a short consideration of the problem would materially assist us in any endeavour we might make to appraise the stability of the existing peace. The Japanese claim a right for their nationals to enter America to indulge in agricultural pursuits, whereas Americans are inclined to resent this invasion, mainly on economic grounds, but also partly on racial grounds.

A special Committee composed of American Congressmen has recently sat to enquire into the question, California, as the State most vitally concerned, having protested against the growing influx of Japanese. It is interesting to study some of the facts that have been brought out, the most important of which is perhaps that the Japanese population in the United States to-day is 150,000. In California alone it is estimated that there are 100,000 Japanese, or an increase of 111 per cent. during the past ten years. The high birth rate among the Japanese is causing this figure to grow appreciably every year. The increase in the acreage of farm lands occupied by Japanese has been 412.9 per cent. during the past ten years and the value of the crops raised has grown from $6,235,856 in 1909 to $67,145,730 in 1919. In some of the richest countries in the State, Japanese occupy a total acreage of from 50 to 75 per cent. of the total irrigated area. These facts have caused considerable apprehension among western Americans, who, rightly or wrongly, feel that it is only a matter of time before American agriculturists will be ousted from this region by a people who can live cheaper and who can, therefore, compete with a distinct advantage. The reason California and other Pacific Coast States want immigration bars to restrict further influx of Japanese has been fairly well summarised as follows before the Congressional Committee referred to above:—"The Japanese are unassimilable because of racial, religious and traditional incompatibility with Americans. The Japanese standard of labour and living is one against which the whites cannot and will not compete. Practically every Japanese farmer's wife toils in the field with him from sunrise to sunset. Evasion by Japanese of every restriction thus far made against entry and operation of farm lands in the richest sections of California. Practices sponsored by the Japanese Government not contemplated by Americans in forming the 'Gentlemen's Agreement,' such as the importation of 'Picture Brides' and the adoption and importation of children from Japan by Japanese in this country. Insistence by the Japanese Government that its male nationals, no matter where born, except under cumbersome and difficult expatriation proceedings, between the age of 15 and 17, owe military allegiance to the Emperor and are subject to his call." Japan, on the other hand, has maintained the attitude that it is a slight to her national dignity to deny her nationals the free entry that is accorded to peoples of other nationality. It certainly is a big question and one that will come on for decision in the near future. Although at present the matter is looked upon as being governed by economics rather than by racial prejudices, it is asserted that in California race antipathy is steadily coming to the fore as the peaceful penetration becomes more pronounced.

This problem of the competition between western and eastern peoples is by no means new. The British had the point to settle in connection with South Africa and, in a lesser regree, in connection with Australia. White men in Africa complained that they could not compete with Orientals because their standards of living were different; the cost of the Easterner's sustenance and comforts was lower. Americans are taking up the stand that in their own country they have a right to expect protection from a peop'e with a lower standard of life, who are driving them from the soil. We can sympathise very keenly with that attitude because it is analogous to what would exist if there were a Chinese invasion into England and British agriculturists were forced off the land. It might be argued that to exclude Asiatics from western countries is to accentuate an insular nationalism and to cast a slur, but, as economics still govern the conditions of life they have to be taken into account and even made the decisive factor. We think that in the particular case of America and Japan there is a great opportunity for Japan to show a grasp of essentials and be content to let slide any imagined slight. If the position were reversed—if Japan were suffering an invasion of alien and lower-paid workers than her own—we think we know how she would act.

NOTES & COMMENTS.

A WORTHY APPEAL.

It is quite appropriate that the newly-formed Aero Club of Hongkong should take in hand the matter of raising local subscriptions for the Royal Air Force Memorial which is to commemorate the gallant achievements of our airmen in the Great War. When it is borne in mind that this movement, besides its purely commemorative aspect in the form of a tangible monument, aims at providing for the education of children of airmen and assistance for officers, men and their dependents who are incapacitated, there need be no hesitation in recommending it as a cause worthy of every possible support. There are many men in this Colony who served as airmen in the war, and these, as well as the general community who know what a debt we owe to the Air Force, will no doubt work their hardest so that Hongkong's contribution may be one worthy of the whole Colony. Here in Hongkong we suffered none of those hardships of the war which fell to the lot of so many of our kith and kin in the Homeland, and that is an additional reason why we should give aid to this Fund, as an expression of our thankfulness at the immunity from danger which we enjoyed throughout the whole course of the grim struggle. True, the high cost of living has hit us as it has everybody else, but in a place where money is so freely spent on non-essentials as it is in this Colony there should be no difficulty in raising a really fine amount. It all comes down to a matter of organisation. If the Aero Club pushes this movement, it will succeed. So we trust it will take the task up with enthusiasm. We shall be most happy to give the use of our columns to the furtherance of the fund, and any subscriptions sent us will be gladly acknowledged and forwarded to the right quarter.

MOTOR BUSES.

In looking over the Shanghai *Municipal Gazette*, some correspondence relating to the inauguration of a motor bus service for the Northern Settlement caught our eye. It seems that a Mr. Chen, acting on behalf of the Chinese Motor Bus Co., Ltd., whose directors it appears are in Hongkong, sought rights for the running of a fifteen-minute service with eight vehicles, but in consequence of the financial demands made by the Council the idea has been for the moment dropped, though the Company expressed itself willing to further consider the matter if the terms could be made more reasonable. On looking through the conditions laid down we gathered that there were others interested in the project and that certain stipulations were laid down for sharing of financial obligations with another Company, whilst heavy charges were proposed to be made on the applicants with regard to road reconstruction and maintenance, the former totalling Tls. 25,000 and the latter working out at one cent per bus mile. The Council also proposed to limit fares to a maximum of ten cents per mile. In view of the probability of a motor bus service for Kowloon in the not far distant future, these details are of some local interest, and it will be somewhat to the point to see how they compare eventually with the terms of any local concession which may be granted. It is news to us that we have the directors of a Chinese Motor Bus Company in Hongkong. In view of their non-success in Shanghai we wonder whether they are likely to interest themselves in Kowloon?

ANTI-PUSSYFOOT PLAY.

"I never knew a teetotaller who was any d——d good." In these words the seafaring hero of an anti-Prohibitionist play, "Such a Nice Young Man," sums up the ripe experience of a long life and a brave one spent in distant ports. It is a propagandist play designed to drown the Pussyfoot people in mockery and make them for ever hold their peace; and it is now enjoying a great run in London. The story is of a happy fireside clime, of its ruin by "going dry," and of its timely redemption by a kindly knight errant by the name of Sir John Walker. Owing to the rise in the cost of living, the family are obliged to take in a lodger, such a nice young man. Hence the idea for the original title of the play. He doesn't drink, he doesn't smoke, he doesn't bet, and he persuades them all to go "dry" by showing them what a lot of money they would save. Then the troubles begin. They all become peevish and irritable. They take drugs and *pills for* their stomach's sake. The boy buys a motor bike with the money he saves, and one day smashes into a stone wall. Then horrors on horror's head accumulate. The nice young man never pays any rent, lies in a most accomplished fashion, sells the family rubbishy furniture, steals a prize competition coupon which had won £1,000, makes love to the daughter and forces himself into her bedroom in the middle of the night! This is the end of the nice young man and of the "dry" experiment. They return to their gin and whisky and port and Bass, and live happy ever after. The moral apparently is that if you don't take to drink you will take to something worse. So let us drink and be merry for to-morrow we may be "dry."

DAY BY DAY.

WHEN BUSINESS IS GOOD, THAT IS THE TIME TO FORCE IT, BECAUSE IT WILL COME EASY; AND WHEN IT IS BAD, THAT IS THE TIME TO FORCE IT, TOO, BECAUSE WE WILL NEED THE ORDERS.—*G. H. Lorimer.*

* * *

There was a clean bill of health in the Colony yesterday.

* * *

"A N." sends us a further batch of literature for the troops. Many thanks!

* * *

Many of the Indian troops of the local Garrison will take part in the Bakar Id Feast, on Thursday next.

* * *

There will be another Organ Recital, with a popular programme, in St. John's Cathedral on Monday week, September 6th at 9.15 p.m., by Mr. Denman Fuller.

* * *

Mr. John J. Cunningham, Vice-Consul for the United States, is leaving to-morrow by the Empress of Russia for the States. Mr. Cunningham will not return to Hongkong and his future plans are indefinite.

* * *

We hear that the following officers of the Hongkong-Singapore, R.G.A. qualified in Colloquial Hindustani at a recent examination:—Capt. G. D. Meredith, M.C., Lieut. T. H. Fox, Lieut. A. R. Mockridge, and Lieut. E. L. E. Davies.

* * *

Canton possesses more members of the old Parliament than any other province. More than two hundred of them are still here, although it is understood that a number of them recently departed from Canton because their salaries have not been paid since July.—*Canton Times.*

* * *

The general balance sheet and Profit and Loss Account of the Netherlands Trading Society to 31st December, 1919, show that the net profits amount to f17,813,695.51 (£1,483,475), out of which, after providing for the Statutory Reserve to the extent of f2,762,739.10 (£230,228), a dividend of 16 per cent. has been declared.

* * *

A Chinese coolie was this morning fined $25 by Mr. N. L. Smith for being in possession of 26,000 Macao lottery tickets. Evidence was given by a Chinese constable to the effect that he arrested the man in the street yesterday with the tickets concealed round the sides of five baskets placed one inside the other. The topmost one, for the purpose of camouflage, was left empty, but this did not deceive the constable.

* * *

A case was heard before Mr. R.O. Hutchison this morning against two Chinese who were arrested by Sergeant Alexander Clark in a visit he made yesterday at one of the prisoners' house at No. 4 Leong Yee Fong, in the Western Street. Evidence was given to the effect that one of the defendants was a cocaine customer of the other who was seen to inject with the aid of a syringe a dose of the drug into his thigh. His Worship suggested that as the Police had no charge of possession to bring against the customer, he could be discharged and used as a witness for the Crown in the case against the principal offender. This was done, and a conviction having been proved, the man was sentenced to a fine of $500, or three months.

AVIATION NOTES.

[BY "METEORITE."]

On Tuesday evening Captain Ricou completed his flight to Shanghai which he had commenced from Macao on Sunday morning. An account of his trip revealed that in the latter stage of his flight which commenced from Foochow, he had to encounter rough weather occasioned by a strong N.E. wind and heavy rain. When resuming the flight from Foochow where he was compelled to make a stay overnight on account of the tardy arrival of fresh fuel supplies, the weather took on an unfavourable aspect, but flying at an attitude of 200 feet the machine made good progress until the development of engine troubles compelled it to make a forced landing. This mishap occurred on Monday morning, a few hours after the departure from Foochow, and the seaplane came down near the Chusan Islands. At the mouth of the river at Chingai, the aviators were subjected to another spell of inactivity whilst awaiting a supply of fuel. Further engine troubles occurred on the resumption of the flight, and it was not until Tuesday evening that Woosung was sighted, and a trip which was calculated to take only ten hours, completed.

* * *

In the absence of established arrangements, this first flight from Macao to Shanghai was not the success it was intended to be; but Mr. Ricou is confident in his ability to complete the flight within a day, and to give another demonstration of this view he intends to take to Shanghai shortly four more machines which will leave Macao in pairs. With the experience secured in these flights, the route from Macao to Shanghai will have been surveyed, and a service organized to meet whatever business there may be for the Company.

* * *

The connection of Shanghai and Hankow by seaplanes carrying mail and passengers forms one of the objects of his visit to Shanghai, and before leaving that port on his return to Macao, to superintend the dispatch of seven machines for this line, he will proceed on the immediate organisation of the service. With this number of machines it is hoped that a regular daily service will be maintained between these two important cities of China, and that the results derived from it will prove to be of great value to business men.

* * *

Motor trouble which resulted in a crash brought about the death of Lieutenant Maxwell who is the first victim in the Philippines Islands to a fatal aeroplane accident. The occurrence was on Thursday last, when the machine was making a flight at Camp Stotsenberg.

* * *

One of the most hopeful signs of the times for aircraft is the increasing absurdity of the objections that are brought against it, and against every improvement that is suggested or discovered. This has been particularly noticeable in connection with the new wing developed by Mr. Handley Page. Here is a revolution in aircraft construction that sounds more like a bit of Mr. Kipling's "With the Night Mail" than sober fact, yet it is the very soberest of fact. Just because it is such sober fact, it has critics, some of whom are practically suggesting that the new development should be kept in cold storage. A correspondent of *Aeronautics* suggests that the new development should be taken up by the Government and kept secret, so that it may give the British Government the advantage in the air when the next war comes along. As the editor of *Aeronautics* points out, the suggestion is one that ought not to be entertained for a moment. The value of such a device can only be fully tested by actual employment in everyday aviation. Its application to any type of machine would almost certainly require a recalculation of stresses, and possibly a redistribution of them. The pilots, too, would need to be accustomed to the new development. Moreover, experimenters in all countries are seeking improvements in wing-form, and it would be very foolish to assume that all labours would be unavailing. Even were that so, however, it is almost certain that the secret would leak out.

* * *

It is anticipated in some quarters that this development will be made the occasion of a new onslaught by those who would see aviation abeolished altogether, and by those who for reasons of their own are bitterly opposed *to aerial* navigation. These people resent the introduction of improvements to the object of their dislike, just as extreme temperance people oppose any movement having for its object the improvement of the public house, the elimination of the gin palaces, and any reform that would reduce the evils of drink without abolishing alcoholic beverages. It behoves the friends of aviation, *Aeronautics* says, to be prepared to face the sort of campaign that will probably be inaugurated in Parliament, in the counsels of the ministries, and in the influence exerted over the Press. The first pressure to be brought to bear will probably be directed towards securing for the Air Ministry the development of the new device [illegible]

CHINESE NAVAL OFFICER.

AND HIS SWORD.

A Chinese naval officer whose sword was taken from him by the Police was most reluctant to appear in the Court in connection with the charge preferred against him of lacking a permit from the C.S.P. It was stated by a friend, who appeared as his deputy in the Court this morning, that the naval officer had proceeded to Canton to interview the Naval Minister with the object of getting from him a of letter explanation to be presented to the Police here, but as the mandarin in question had proceeded to Foochow in the cruiser Haichee some delay must ensue before the letter was secured.

His Worship remarked that he was inclined to discharge the defendant as it was clear that he was no dangerous characacter but an officer in the Chinese Navy. He decided to remand the case, and was asked whether in the next hearing it was necessary for the naval officer to appear in person.

Apparently the defendant had no wish to face the Magisteral music, and thinking of saving him from the trouble of a personal appearance in the Court, His Worship decided to discharge his deputy there and then, and ordered that the sword be returned.

STORM WARNINGS.

ANOTHER STATION NEEDED.

"G.S.H." writes to *Shipping and Engineering* as follows:—

It is proposed to establish some additional aids to navigation on the China Coast.

This may be an opportune moment to suggest one that would be of great value to both coast and ocean shipping and one the cost of which would not be prohibitive.

As you are aware, few ships are at present fitted with wireless, so that the weather signals issued by Siccawei, etc., pass over the heads, as it were, of navigators.

There is no place between Hongkong and Gutzlaff, where, on the usual track of shipping, one may receive a storm warning.

This could be remedied by establishing a repeating station on Chapel Island or Dodd Island or preferably both. Chapel Island is 19 miles and Dodd Island 24 miles from Amoy. Amoy is served by cable from Hongkong and Shanghai. All that is required is a small wireless installation at Amoy and another on Chapel and Dodd Islands, the symbols hoisted by day and, if possible, night signals arranged. Chapel and Dodd Islands suggest themselves as being most suitable for this purpose for the following reasons:—

(1) They are a considerable distance from Hongkong, 270 and 290 miles.

(2) They are near the track of ocean steamers and right in the track of coasters.

(3) There are no outlying dangers; ships can close them without risk.

(4) They lie close to the safe and commodious outer harbour of Amoy, to enter which requires no local knowledge and where the largest ship can obtain shelter.

The cost of damage to ship and cargo through encountering a typhoon and on the other hand the expense entailed by the delay of ships taking shelter unnecessarily, would be substantially reduced by the establishment of these stations.

TO-DAY'S MISCELLANY.

The Royal Yacht Squadron is the most exclusive club in the world, and ranks high also in point of age, for it was first founded in 1815 and received an Admiralty warrant. It is an expensive club, too, for the entrance fee is 100 guineas; but it is the boast of the club that wealth is no passport, and there are many amusing tales of the unsuccessful efforts of the new rich of various periods to obtain entry. It has a fine club house at Cowes, and to be a member is to be something of a personage during the great racing week.

* * *

Few of the Army badges born during the war have become familiar. The look of the Welsh Guards is an exception, and the Machine Gun Corps' device is well known, but that of the Tank Corps has practically disappeared while the crossed shovel and rifle of the Labour Corps is only occasionally seen. The formation of the Corps of Signals out of the signal units of the Royal Egineers will add an interesting badge to the collection. It is to consist of a figure of Mercury, symbolical of the work of the new branch. beneath the name.

* * *

"Ghosts not minded in the least," says one of the "House Wanted" advertisements; and it would be interesting to know how far the famine in masonry has reacted on psychical research. A man hard put to it may well consent to share a roof with a ghost rather than have no roof at all. Just as under sufficient economic pressure waste land comes gradually into culivation, so we must presume that the same argument will persuade tenants into the most spectre-ridden of mansions. It is an odd coincidence that while the war has resulted in a great revival of spiritualism, it seems to have added nothing to the belief in ghosts.

* * *

The operation for appendicitis performed on an engineer of the American liner St. Paul, while the ship was travelling at 16 knots an hour, is not a unique instance of skilful surgery at sea. The captain of a merchant vessel tells us that while transporting troops in the first Australian convoy from Albany to Suez, in the early days of the late war, an operation for appendicitis was performed upon one of the "Diggers" by the ship's doctor. The hospital accommodation being unsuitable, the operation was performed on the saloon table, and quite successfully. The ship was steaming ten knots against the S.W. monsoon in the Indian Ocean.

* * *

Among women journalists it may be doubted whether any surpassed Harriet Martineau, with her leaders and her obituary notices and so forth, in the days when an obituary notice was a serious undertaking. But might not a word be put in for the clergy in this matter of output? Mr. Justice Maule once had a case of a man charged with murder. The local clergyman testified that the accused had been a good man and a zealous churchgoer until recently, whereupon Maule elicited the information that the clergyman had preached a sermon at least thrice a week for 34 years. Maule solemnly made a calculation. "*Five* thousand three hundred and four sermons," he said, ponderously. "Don't you think the prisoner may have left off coming to hear you because he wanted a change?"

* * *

Dr. Josiah Oldfield's theory, based on suicide statistics, that the happiest age of woman is after 35, does not seem to take sufficient account of the distinction between unhappiness and the desire for death. The relationship of the two emotions varies greatly from decade to decade of the individual life. George Eliot thought that the sorrows of childhood were the most tragic of all, because the child, having no store of philosophy or experience, was unable to perceive any balance of compensation. Youth is naturally the season of maximum disappointment, as it is also the season of maximum elation, and those of later years may well doubt whether the narrowing of the range of emotion, in the book which Dr. Oldfield [illegible]

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ASIA MINOR.

RELIEF FOR MOSLEMS.

We have received from Mr. Fateh Mahommed, Hon. Secretary of the Indian Muslim Society, a letter from the Right Honourable Syed Ameer Ali, regarding the sufferings of the Moslem women and children in Asia Minor and the help which is being rendered to them by Mr. Ameer Ali and his Committee.

The letter conveys thanks to Mr. Nemazee and all other friends and sympathisers, Moslem and non-Moslem, English, Chinese and Indian in Hongkong who have assisted in the collection of funds, and states.—Before the new war began, there were over 200,000 people congregated beyond the Greek Zone suffering from dire privation; the mortality among women and children was reported to us as appalling. Since the new war has begun, the area and extent of distress has extended widely and the intensity of suffering has increased. We have sent Mr. Frew to the scene of distress with £2,500 remitted through the Foreign Office, but a great deal more is needed; this sum that we have sent is a mere drop in the ocean.

A letter from Mr. Robert Frew, who is administering the fund in Asia Minor, states inter alia.—

The town of Aidin is a sad sight—this beautiful place almost entirely wiped out by fires and bombardments. There are only 300 Turks left in this once properous Turkish town. Most are women and children and old people who could not get away. They are in very poor condition. They are in need of almost everything. In Sokia country there are some 10,000 refugees. In and just near Sokia there are some 3,500. Over 500 more had died of privation and many more must die if conditions do not change very soon. The people are crowded in old houses, mosques and barracks in a pitiable condition. Hundreds of them have nothing to eat but a cake they make of simple flour and water baked on a flat iron girdle. Some collect herbs which they boil and eat perfectly plain—having no oil or anything else to make them palatable and nourishing. It was very cold and the people were burning green twigs and wood, and as there are no chimneys, the smoke adds to the misery of the hovels. At Smyrna itself there is very much suffering. In one school there were great numbers of poor people who were twice refugees—they had been refugees to Aidin from Macedonia during the war and now are again refugees from the Greek occupied villages. These people are in very great need. At Panderma there are many refugees in a miserable condition to whom I distributed some help. I did not go to Nazli because the funds I had could only barely touch the needs of those I visited. More than ten times the amount would be needed to be of really effective help especially if I went among the thousands around Nazli.

INTERPORT SHOOTING.

PROSPECTS FOR MATCH NEXT SPRING.

Some time ago in an article reviewing interport prospects (says the *N.C. Daily News*) the hope was expressed that the interport rifle contests between Shanghai, Hongkong and the Federated Malay Straits, discontinued during the war, would be again resumed. Since then Mr. A. M. Collaco, secretary of the Shanghai Rifle Association, wrote to Hongkong hoping to arrange a match. From the letter given below it appears impossible to arrange a match this year though there are prospects that these interesting contests will be resumed next spring.

The letter is as follows:—

Dear Sir,—In reply to your inquiry as to the revival of this event this Autumn, I regret to say that interest in Rifle shooting in this colony is at present at a very low ebb.

No Rifle League matches were held last season and few if any Club Competitions, so that I do not see any possibility of holding the match this year.

When the new Hongkong Volunteer Defence Corps gets busy I hope to see Rifle matters improve and I trust that League Competition will recommence some time in October or November next—which should make the revival of this historic event a possibility next spring.

I am writing to Singapore and Penang on the subject of holding the match at that time.

Yours faithfully,
(Sd.) MOWBRAY S. NORTHCOTE.

DAY BY DAY.

Captain F. T. Wheeler has been appointed Vice-President of the Kowloon Residents' Association in place of Mr. J. Oram Sheppard, who is shortly going on leave.

***

Last week's health return shows two fatal cases of plague, one fatal case of cerebro-spinal fever and one non-fatal occurrence of diphtheria. The last-named sufferer was a Britisher, the rest Chinese. There were also three Chinese deaths from influenza.

***

The Military Administration, Canton has instructed the Commander of the Government Troops and General Ngai Bongping, the Commissioner of Police, to keep a strict watch on Hongkong steamers. Hereafter all passengers, from that Colony will be carefully searched.

***

An engineer of the Dutch steamer Baard made a report to the Police that his cabin was broken into by thieves who stole his pistol and a couple of smoking pipes. The Police promptly acted, and, on information which they received, made the arrest of two Chinese youths, the age of one of whom is 14. These two young lads made statements which showed that both of them were concerned in the theft and that entry was effected through the porthole by the younger Chinese. At the conclusion of the case, which was heard before Mr. R. O. Hutchison this morning, both prisoners were convicted. The elder Chinese was given six weeks, whilst his accomplice, against whom a previous conviction was proved, was ordered to undergo two weeks' hard labour and eight strokes with the birch.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 8.30 a.m. to-day:—

Typhoon over North China Sea, moving west.

LOCAL WEDDING.

MR. R. TAYLOR—MISS A. L. WHITE.

At the Union Church this afternoon, the Rev. G.J. Williams officiating, the wedding took place of Mr. Robert W. Taylor, of the Green Island Cement Company (son of Mr. and Mrs. Taylor, of Port Glasgow), and Miss Agnes Louisa White (youngest daughter of Mr. and Mrs. D. White of Cardross, Scotland). Mr. W. N. Fleming gave away the bride, who was attended by Miss M. McCubbin, as bridesmaid. Mr. R. Henderson performed the duties of "best man."

Following the ceremony, a reception was held at the Hongkong Hotel, at which Mr. and Mrs. Taylor were the recipients of hearty congratulations from their many friends. The honeymoon is being spent in Macao.

MERCHANT MARINE.

CHINA COAST CHANGES.

Mr. H. A. Vivian, from reserve, has gone second officer, Chenan.

Captain A. Harris, of the Tungchow, is on leave. Captain K. E. Tuebben, of the Shengking, has gone master, Tungchow.

Mr. T. G. Beer, chief officer, Shantung, has gone chief officer, Shengking. Mr. R. Umpleby, from reserve, has gone chief officer, Shantung.

Mr. A. G. McKinnon has gone second officer, Hupeh.

Mr. C. Stewart has signed on second officer, Chusan.

Mr. G. Stewart, third engineer Wuchang, is on leave.

Mr. N. Poignard, third engineer, Ngankin, has signed off.

Mr. P. Lewis, supernumerary second engineer, Ngankin, has gone third engineer, same ship.

Mr. J. W. Kennedy, third engineer, Chenan, has gone second engineer, Ngankin.

Mr. N. S. Holladay, from leave, has gone third engineer, Chenan.

Mr. H. G. Appleby has been appointed supernumerary second officer, Loongwo.

Mr. W.M.H. Adams, from leave, has gone supernumerary third engineer, Esang.

Mr. E. L. D. Jones, from reserve, has gone second officer, Choysang.

Mr. J. D. Thwaites supernumerary second officer, Loongwo, is on leave.

Mr. N. Cook has been appointed supernumerary second officer, Kutwo.

Mr. E. L. D. Jones, second officer, Kutwo, has gone supernumerary second officer, Choysang.

Mr. W. H. Watson, supernumerary second officer, Choysang, has signed off.

Mr. D. G. Burleigh, second officer, Namsang, has gone second officer, Chunsang.

Mr. J. Hargreaves supernumerary second officer, Chunsang, has resigned.

Mr. J. A. Lindsay, second officer, Chunsang, has gone second officer, Namsang. Mr. F. T. Harris has signed on chief officer, Cheongshing.

Mr. D. G. Burleigh, second officer, Namsang, has gone second officer, Chunsang.

Mr. H. Jorgenson has gone second officer, Hsinchi. Mr. A. J. Goldewick, second officer, Hsinchi, has gone acting chief officer, same ship.

Mr. J. Bowman, chief officer, Hsinchi, is on leave.

Mr. S. T. Gagul, fourth engineer, Hsinming, has gone third engineer, Toonan.

Mr. O. Strand, third engineer, Toonan, has gone acting second engineer, same ship.

Mr. P. B. Crawford, from leave, has gone fourth engineer, Hsinming.

Mr. L. V. de Sansa, third engineer, Hsinfung, is on leave. Mr. G. L. Hood, from leave, has gone acting third engineer, Hsinfung.

Mr. T. Brown has gone master, Yuetwah. Mr. M. McCarthy has gone chief officer, Yuetwah.

Mr. T. Wittams, chief officer, Kwongtung, has signed off. Mr. J. Wilson has signed on chief officer, Kwongtung.

Mr. J. E. Drummonds has signed on master, Hydrangee. Mr. H. Conway has signed on chief officer, Hydrangee.

Captain J. Pallesen, of the Mingshun, has resigned.

Captain W. Rawlinson, of the Tehhsing, has resigned.

Mr. T. W. Spence has signed on second officer, Hydrangee. Mr. F. W. Jones, chief officer, Sanning, has signed off.

Mr. James W. Scott has signed on chief officer, Wingon. Mr. P. Scully, chief officer Wingon, has signed off.

Mr. E. H. Powell, second officer, Prometheus, has gone chief officer, Stathis.

Mr. J. M. Holmes, third officer, Prometheus, has gone second officer, Stathis.

Mr. E. A. Neilson, chief officer, Chefoo, has gone third officer, Stathis.

Mr. A. M. Drake, third officer, Haiching, has signed off.

Mr. J. B. McCaw has gone third officer Haiching.

Mr. O. H. Farrer has signed on second officer, Haiching. Mr. G. Smith has signed on third officer, Hwahkui.—*Shipping and Engineering.*

NOTICES.

DAIRY FARM NEWS.

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IMPOSSIBLE.

Can I stop a woman's slander? asked a man of the Willesden magistrate recently. "You can not," was the emphatic reply. "In every age and every generation throughout the history of the world it has been tried, and no one has ever yet succeeded."

M.P.'S PUZZLED BY A SCOTSMAN.

REPLY TO REQUEST TO "SPEAK ENGLISH."

When Mr. Robert McLaren, who is M.P. for North Lanark, and an ex-Inspector of Mines, was giving evidence before the House of Commons Committee on the Ministry of Mines Bill he used some terms with which the members were not familiar.

A member called out: "Speak English, will you please?" an interpolation which caused laughter and cries of "Order."

Mr. McLaren, with much good humour, said he was sorry his accent should be so Scotch. (Laughter.)

Sir Evan Jones, M.P., in following, made reference to the strange terms used by Mr. McLaren in his evidence and observed that he did not understand them.

AN EXPLANATION.

Mr. McLaren is chuckling at the little interlude which enlivened the prosaic proceedings of the Committee, writes a *Daily Chronicle* representative.

When I saw him at the House of Commons afterwards he spoke slily of the "density" of people who could not understand good Scottish terms.

"The actual word which caused astonishment" he said, "was 'darg.' Instead of saying that a man does a day's work, Scottish miners speak of it as a day's 'darg.'

"It is not a coined word, as Sir Evan Jones suggested—it has been in use in Scotland for a very long period. North of the Tweed we have a number of terms which you have not in England. For example, a Scottish miner never 'lifts his tools,' but always 'lifts his graith.'

GOOD SCOTS WORDS.

"Then they have taken a number of good Scottish words and altered them in the Mines Bill. Instead of 'pithead's man' we find 'banksman,' while 'justice man becomes 'check-weigher,' and "pit bottomer' is changed into 'onsetter below ground.'

"As Scotsmen," said Mr. McLarcen, "we object very much to a man whose duty is to examine for fire or gas to be called a 'deputy.' We complain that a lot of good Scottish words, possessing far more meaning than English terms, have been taken away.

"Scottish mining engineers are surprised," he added, "at the density of some people in not being able to understand language which is perfectly clear to Scots people."

["Darg" is defined in any good English dictionary as "a day's work" or "part of a day's work." It is used in that sense in the North of England and in Lincolnshire by agricultural workers.]

AN IMPORTANT SECRET OF HEALTH

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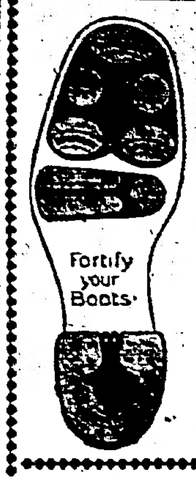
NOTICES.

J. T. SHAW

TEL. 692



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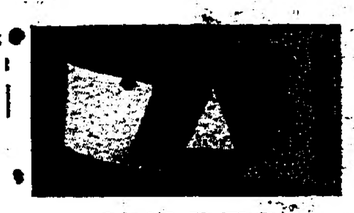

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Monteagle	Oct. 26	Nov. 19
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Empress of Asia...	Nov. 18	Dec. 6
Empress of Russia...	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24

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SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANYO MARU.....	18,500.....	Sept. 9th.
SEIYO MARU.....	14,000.....	Nov. 9th.

For full information regarding passengers, freight, and sailings apply to:—

Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITHS, LTD.

CHINA MAIL S.S. CO. LTD

FREIGHT AND PASSENGERS.

"NANKING" 15,000 tons. "NILE" 11,000 tons. "CHINA" 10,000 tons.

SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"
August 28th. Sept. 24th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street.
Telephone, Passenger Dept.....1934.
Telephone, Freight Dept. & Agent.....2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the
UNITED STATES SHIPPING BOARD.
ALSO
Amalgamated with
COSMOPOLITAN SHIPPING Co. NEW YORK. GREEN STAR LINE, NEW YORK.
Operating Baltimore via Panama Service to the Far East.

To NEW YORK and BALTIMORE.

To SEATTLE.
"WEST ISON" ... ... 28th August.

To SAN FRANCISCO DIRECT.
"BRAVE CŒUR" ... ... 14th September.

To CUBA.
"CHIPCHUNG" ... ... 15th September.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE:—1st floor Powell's Building, 11, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA SUEZ CANAL, Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.
Agents.

PACIFIC SHIPPING.

DOLLAR LINE

SAILINGS FROM HONGKONG FOR
NEW YORK VIA PANAMA.

STEAMERS.	SAILING DATE.
"GRACE DOLLAR"	AUG. 27TH.

FOR VANCOUVER.

"MELVILLE DOLLAR"	SEPT. 17TH.
"HAROLD DOLLAR"	OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada

"Movements subject to change without notice."

For particulars for freight apply to:—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR " 792.

SAN FRANCISCO.

U.S.S.B.

"WEST HEPBURN"

Sailing about October 1st.

THE ROBERT DOLLAR CO.,

Tel. 795 & 792 Gen. P. O. Bldg. 3rd Floor.

HONGKONG SINGAPORE $ SAIGON SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS
TO AND FROM
THE ABOVE NAMED PORTS
NEXT SAILING

U.S.S.B. "LAKE ONAWA"
Sailing on August 27th. VIA HAIPHONG.

U.S.S.B. "LAKE FARRAR"
Sailing on September 1st.

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792 795 RAY E. GUNN Manager. Gen. P. O. Bldg.

SAILING DATES.

EUROPE, U.S.A., ETC.

Akita M.....N. Y. K.	...Aug.	25
E. of Russia C. P. O. S.	...Aug.	26
Prometheus...B. & S.	...Aug.	26
Tenshin M...N. Y. K.	...Aug.	26
Plassy .....P. & O.	...Aug.	26
Grace D. ...R. D. Co.	...Aug.	27
Nile .....C. M. Co.	...Aug.	28
Ningchow .....B. L.	...Aug.	28
West Ison ...S. & D.	...Aug.	29
Kanagawa M...N. Y. K.	...Aug.	30
C. of Spokane...P. & O.	...Aug.	30
Coaxet.....P. S. Co.	...Aug.	30
Tottori M.....N. Y. K.	...E. Sept.	
Toba.....J. C. J. L.	...B. Sept.	
Innsbruck...D. & Co.	...Sept.	2
Borneo M...O. S. K.	...Sept.	3
Bombay M...N. Y. K.	...Sept.	4
Japan.....P. & O.	...Sept.	5
Shinyo M....T. K. K.	...Sept.	6
Talthybius...B. & S.	...Sept.	6
Alps M.....O. S. K.	...Sept.	7
Delight.....P. W. Co.	...Sept.	8
Chicago M...O. S. K.	...Sept.	9
Wawalona ...P. S. Co.	...Sept.	9
Kaga M.....N. Y. K.	...Sept.	9
Kansas.....B. L.	...Sept.	10
Birmingham C....B. L.	...Sept.	10
Fushimi M...N. Y. K.	...Sept.	11
Jeypore.....P. & O.	...Sept.	11
Egremont C...D. N. Co.	...Sept.	12
Brave Coeur...S. & D.	...Sept.	14
Vinita .....L. A. Co.	...Sept.	15
Easterling...P. S. Co.	...Sept.	15
Cape May...P. S. Co.	...Sept.	15
Montague.....P. S. Co.	...Sept.	15
Deuel.....S. & D.	...Sept.	15
Melville D....R. D. Co.	...Sept.	17
Khiva.....P. & O.	...Sept.	17
Surazi.....B. L.	...Sept.	20
C of Dunkirk...B. L.	...Sept.	20
Mentor .....B. & S.	...Sept.	21
Kanawna...P. & O.	...Sept.	22
Tanyo M....N. Y. K.	...Sept.	22
West Himrod...S. & D.	...Sept.	24
Atlas M. ...O. S. K.	...Sept.	25
Changsha ...B. & S.	...Sept.	27
Arabia M....O. S. K.	...Sept.	27
Korea M....T. K. K.	...Sept.	30
Katori M...N. Y. K.	...Sept.	30
Eledtu P....S. T. Co.	...E. Oct.	

JAPAN, COAST PORTS, ETC.

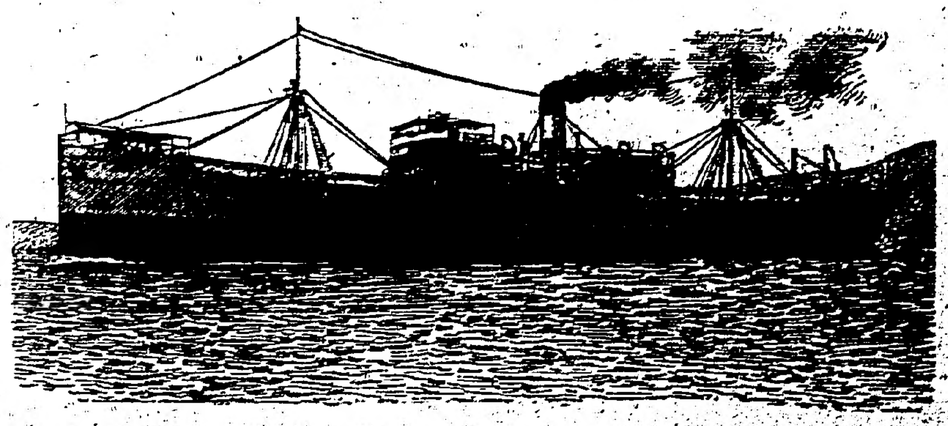
Chipshing...J. M. Co.	...Aug.	25
Taksang.....J. M. Co.	...Aug.	25
Sunning.....B. & S.	...Aug.	25
Soshu M. ...O. S. K.	...Aug.	26
Luzon M.....O. S. K.	...Aug.	26
Suiyang.....B. & S.	...Aug.	27
Yuensang...J. M. Co.	...Aug.	27
Siam M.....O. S. K.	...Aug.	27
Taming.....B. & S.	...Aug.	28
Tatomi M....N. Y. K.	...Aug.	28
Cheongshing J. M. Co.	...Aug.	28
Tean .....B. & S.	...Aug.	28
Tjipanas ...J. C. J. L.	...Aug.	28
Easten.....P. & O.	...Aug.	29
Hopsang ...J. M. Co.	...Aug.	29
Tangshing...J. M. Co.	...Aug.	31
Samarang M...D. & Co.	...Aug.	31
Fooshing ...J. M. Co.	...Aug.	31
Haiching ...D. L. Co.	...Aug.	31
Chekiang.....B. & S.	...Aug.	31
Luchow.....B. & S.	...Aug.	31
Yetorofu M...N. Y. K.	...Sept.	31
Shisen M.....O. S. K.	...Sept.	1
G. Apcar.....P. & O.	...Sept.	1
Kueichow.....B. & S.	...Sept.	1
Loksang ...J. M. Co.	...Sept.	1
Fooksang...J. M. Co.	...Sept.	2
Haihong.....J. M. Co.	...Sept.	3
Namsang...J. M. Co.	...Sept.	3
Tjikini.....J. C. J. L.	...Sept.	5
Tjisondari...J. C. J. L.	...Sept.	7
Kanowna .....P. & O.	...Sept.	7
Mishima M...N. Y. K.	...Sept.	9
Riojun M.....D. & Co.	...Sept.	14
Tjibodas...J. C. J. L.	...Sept.	14
Borneo M....D. & Co.	...Sept.	16
Nikko M.....N. Y. K.	...Sept.	18

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers. Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.: 5,195 tons gross.

Built and engined by The Hongkong & Whampoa Dock Co., Ltd., to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.c., M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
PLASSY	7,400	25th Aug. noon	Singapore, Penang,
KHIVA	9,000	17th Sept.	Colombo, Bombay,
JEYPORE	5,200	11th Sept.	Port Said, Marseilles
NANKIN	6,900	6th Sept.	and London.

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,100	5th Sept.	Straits, R'goon & C'cutta.

EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th Sept.	Sandakan Thursday Island, Cairns, Townsville, Brisbane Sydney and Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

G. APCAR	4,600	1st Sept.	Shanghai & Japan.
KANOWNA	7,000	7th Sept.	Kobe only.
NANKIN	6,900	8th Sept.	Shanghai & Japan.
A. APCAR	4,900	11th Sept.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ft. X 2 X 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'lung, Manila, S'hai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Omitting Manila) Sat., 11th Sept., at 11 a.m.
KATORI MARU ... ... Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU ... ... Friday, 8th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

SHIDZUOKA MARU ... ... Thursday, 26th Aug., at noon.
KAGA MARU ... ... Thursday, 9th Sept. at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOTTORI MARU ... ... End of September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... ... Wednesday, 22nd Sept., at 11 a.m.
NIKKO MARU ... ... Wednesday, 20th Oct., at 11 a.m.

NEW YORK via Suez Canal.

AKITA MARU ... ... Wednesday, 25th August, p.m.

SOUTH AMERICAN PORTS via S'pore, R'goon, Calcutta & Cape.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... ... Thursday, 26th August.

CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU ... ... Sunday, 29th August.
BOMBAY MARU ... ... Saturday, 4th September.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... ... Saturday, 18th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOTOMI MARU ... ... Saturday, 28th Aug.
YETOROFU MARU ... ... Tuesday, 31st Aug.
MISHIMA MARU ... ... Thursday, 9th Sept., at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjipanas ...	Java	in port	28th Aug.	Haiphong.
Tjikini	Amoy	1st Sept.	5th Sept.	Java.
Tjibodas ...	Java	9th Sept.	14th Sept.	Shanghai.
Tjimanoek	Java	13th Sept.	18th Sept.	Yokohama.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	Java	27th Aug.	7th Sept.	San F'cisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.
"ATLAS MARU" ... ... 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CHICAGO MARU" ... ... Thursday, 9th September.
"CANADA MARU" ... ... 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"LUZON MARU" ... ... Friday, 27th Aug.
"SIAM MARU" ... ... Saturday, 28th Aug.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" ... ... Thursday, 2nd Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJINI MARU" ... ... Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"ARABIA MARU" ... ... Monday, 27th Sept.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... ... Thursday, 9th Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU" ... ... Monday, 30th Aug.

NEW ORLEANS LINE.

"BORNEO MARU" ... ... Thursday, 2nd Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" ... ... Friday, 27th Aug.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... ... Thursday, 26th August.

For sailing dates and further particulars please apply to—

Y. YASAUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
CHANGSHA	21st Sept.	27th Sept.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc, and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS TO UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

FOR NEW YORK BERTH.

S.S. "EGREMONT CASTLE"

VIA SUEZ CANAL

Sailing on or about 5th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" Sailing on or about 2nd September.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO.

S.S. "INNSBRUCK" Sailing on or about 5th September.
S.S. "HUNGARIA" Sailing on or about 3rd October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.
" S.S. "SAMARANG M." sailing on or about 10th Oct.
For JAPAN, S.S. "SAMARANG M." sailing on or about 31st Aug.
" S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apcar Lines.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing	
MANILA	Yuensang	Fri., 27th Aug. at	3 p.m.
TIENTSIN	Cheongshing	Sat., 28th Aug. at	d'light.
SHANGHAI	Hopsang	Sun., 29th Aug. at	d'light.
STRAITS & Java via Amoy	Fooshing	Tues., 31st Aug. at	d'light.
HAIPHONG via Hoihow	Loksang	Wed., 1st Sept. at	8 a.m.
KOBE	Fooksang	Thur., 2nd Sept. at	5 p.m.
STRAITS & Calcutta ...	Namsang	Fri., 3rd Sept. at	3 p.m.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on 3rd Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to

RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI.....	Sulyang	...27th Aug. at d'light.
SAIGON.....	Singan	...27th Aug. at noon.
MANILA, CEBU & ILOILO	Taming	...28th Aug. at 4 p.m.
SHANGHAI & TSINGTAO	Tean	...28th Aug. at 4 p.m.
AMOY & SHANGHAI	Chektang	...31st Aug. at 10 a.m.
SWATOW & BANGKOK.....	Luchow	...31st Aug. at noon.
SHANGHAI	Sinkiang	... 2nd Sept. at noon.
W'WEI, CFOO & TIENTSIN	Kuelchow	... 2nd Sept. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly), taking Cargo on through Bills of Lading to all Yangtsze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.
Agents.

Telephone No. 36.
Hongkong Aug., 25, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers havin good accommodation for First Class Passengers. Electric Light an Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	A. H. Stewart	FRI., 27th Aug. at 2 p.m.
Hailoong	J. S. Thomson.....	TUES., 31st Aug. at 2 p.m.
Haihong...	W. C. Passmore ...	FRI., 3rd Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ld., & China Mutual S. N. Co., Ld.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ld.)

Sailings from Hongkong.

"SINGCHOW"	via Suez	28th Aug.
* "BIRMINGHAM CITY"	via Suez	10th Sept.
* "CITY OF DUNKIRK"	via Suez	20th Sept.
"AJAX"	via Suez	1st Oct.

* Calling also at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. DAKAR M. (Hamburg Line) left Rotterdam for this port via Suez on the 21st July and is expected here on the 5th Sept.

The s.s. KNIGHT OF THE GARTER (Blue Funnel Line) left Liverpool on 24th inst. for Hongkong and is due here on 1st September.

The N. Y. K. s.s. WAKASA M. (Liverpool Line.) left Liverpool for this port via Suez on the 28th July and is expected here on the 12th Sept.

The N. Y. K. s.s. TOTOMI M. Calcutta Line.) left Calcutta for this port via Rangoon and Singapore on the 5th August and is expected here on the 25th Aug.

The American & Manchurian Line s.s. KANSAS from New York is due to arrive on 28th August, 1920.

The s.s. A J A X (Blue Funnel Line) left Liverpool on 31st July for Hongkong and is due here on 11th September.

The s.s. ANYO MARU arrived at Yokohama on the 8th instant and will leave on the 15th instant, being due at this port 27th inst.

The N. Y. K. s.s. SADO MARU (European Line.) left London for this port via Suez on the 7th August, and is expected here on the 16th Sept.

The N. Y. K. s.s. YETOROFU M. (Bombay Line.) left Bombay for this port direct on the 13th August and is expected here on the 30th August.

The s.s. SHINYO M. arrived at Yokohama on the 11th inst. and sailed on the 15th instant, being due at Hongkong 24th inst. in accordance with schedule.

The N. Y. K. s.s. CEYLON M. (Calcutta Line.) left Kobe for this port via Yokohama, Nagoya and Moji on the 14th August and is expected here on the 28th August.

The Ben Line s.s. BENLEDI from Antwerp, London & Middlesbro left Singapore for this port on 20th and may be expected to arrive here on the 26th.

The American & Manchurian Line s.s. KANSAS, from New York, due to arrive on 2nd Sept.

The s.s. METHVEN, from Singapore is expected to arrive here on Wednesday, the 25th instant.

The N. Y. K. s.s. AKITA M. (New York Line.) left Moji for this port on the 20th August, and is expected here on the 25th Aug.

The N. Y. K. s.s. TENSHIN M. (Bombay Line.) left Moji for this port on the 20th Aug. and is expected here on the 25th Aug.

The N. Y. K. s.s. TOTOMI M. (Calcutta Line.) left Singapore for this port on the 20th August and is expected here on the 27th August.

The N. Y. K. s.s. FUSHIMI M. (American Line.) left Kobe for this port via Nagasaki, Shanghai, Manila on the 22nd August and is expected here on the 3rd Sept.

The N. Y. K. s.s. SHIDZUOKA MARU (European Line.) left Shanghai for this port on the 22nd Aug. and is expected here on the 25th August.

The Dodwell Line, s.s. MUNCASTER CASTLE. left New York on the 14th August, for China & Japan.

The P. & O. s.s. PLASSY, left Shanghai for this Port on the 22nd instant at 7 a.m. and is due here on the 25th instant at about 5 p.m.

SNOW AT BUENOS AYRES.

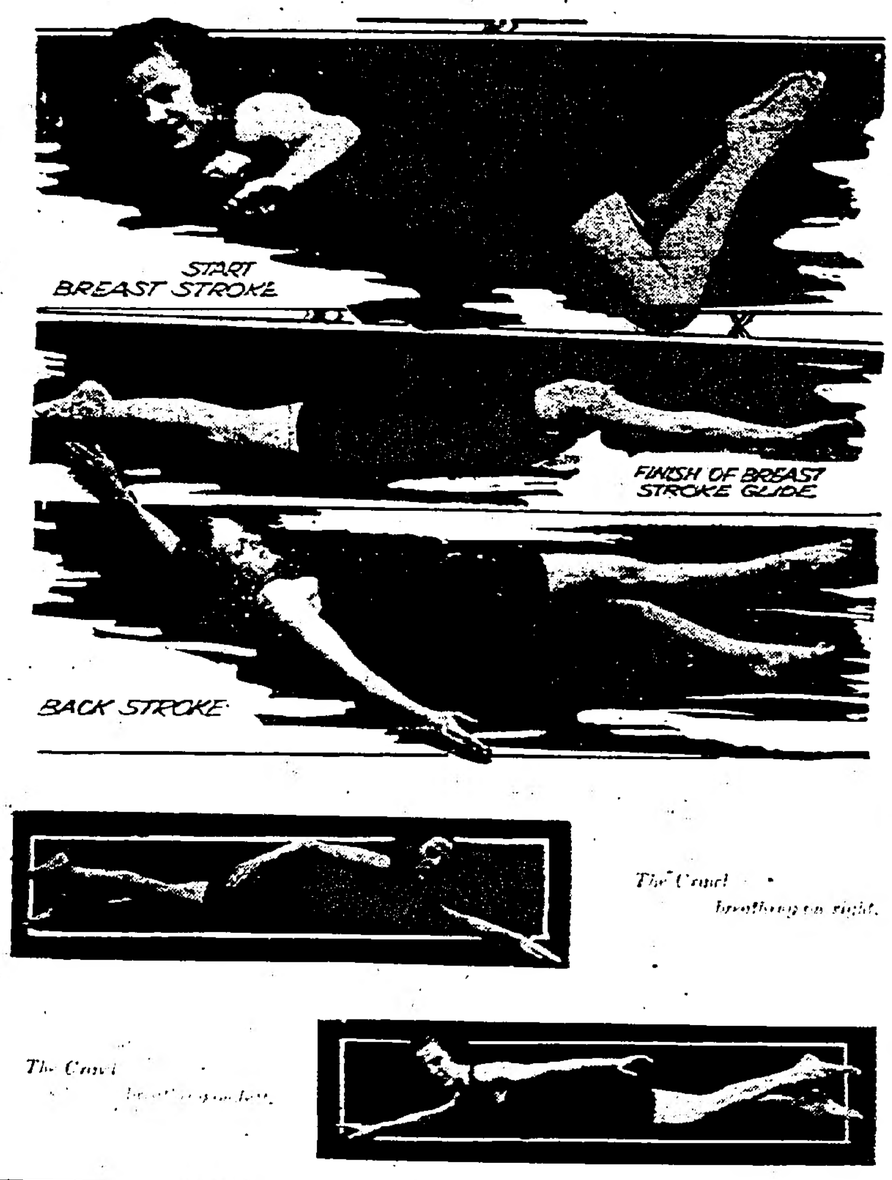
For the second time in three centuries Buenos Ayres has been visited by a snowstorm. All electric equipments were badly affected, and owing to the failure of the current the town was plunged into darkness, and the tram services were stopped. At Mar del Plata 24 fishing boat were sunk, 28 men being drowned.

CENTENARIAN IN AN AEROPLANE.

At the age of 100, Mrs. Sissons, of Mansfield, went for an aeroplane flight recently and then wanted to loop the loop. So eager was the for the trip that, when the aviator called for her in his car, she was already waiting for him at the aerodrome. On landing, after a ten minutes' trip over Mansfield, she exclaimed: "It's just grand; it was beautiful; I should like to go up again." She was promised another flight in a few days.

HER PAGE

SOME SWIMMING STROKES.



The Crawl — breathing on right.

The Crawl — breathing on left.

Hints for Bathers.

Concentration is the secret of success in swimming, just as in other endeavours, says an expert on swimming.

"Swimming, if one is to be successful, demands the same attention that anything else does."

"Your strokes must be studied and your training must be regular, consistent. In diving you have to think ahead what you are to do each instant; each moment of the dive must be plotted in advance."

"The breast stroke is more difficult and not as fast as the water crawl. I have added a little glide which helps me wonderfully. But still I wouldn't advise any one to begin by learning the breast stroke, though it is a wonderful developer of the body.

"The average beginner is afraid to get his or her face wet, but the first thing to learn is that it doesn't hurt you a bit to get splashed." "If you just overcome that fear and get so you can open your eyes under the water you have made a big step toward learning to swim."

"I do not advise novices to take up the side stroke, either. It is rather apt to make a person one-sided, for all your power goes into one arm. In this respect it is worse than the breast stroke. "Though many people think it difficult," continues this expert. "I would favour beginning by immediately taking up the crawl or double-overarm stroke, which is the easiest and the swiftest. "All there is to it is rhythm. When you swim it, you should throw your arms in a circle over your shoulder." "The crawl is the only stroke which puts your body on an even keel. "Your feet should just lap the water and your head should be under water except when you breathe. "Breathe on one side while taking the stroke. Get the most out of each stroke and don't just beat the water in a frenzied fashion."

GOOD ADVICE.

Learn strokes correctly at start and then you acquire no bad habits which you'll have to break.

Never sit in a wet bathing suit unless the sun is warm enough to quickly dry you.

Never overwork. When you feel tired or "puffed" it is better to rest.

Don't swim for three hours after eating. Dine after coming out of water and you'll have an excellent appetite.

It is always a mistake to bathe when hot or tired.

Rest and get a little cool before you enter the water.

It is an excellent rule to take a hot drink as soon as you come out of the water. Even a biscuit eaten slowly is better than nothing.

Most people make the mistake of bathing too many times in a day and staying in too long.

In a general way, thin people should stay in the water a much shorter time than those who are inclined to be stout.

THE GORGEOUS SWIMMER.

Evidently some men swimmers are not going to be altogether eclipsed by the brilliant colour schemes of the girl swimmer. Recently one man was seen buying a gorgeous affair for himself of royal blue with trimmings of emerald. What a flutter there will be on the beach when he appears in it for the first time!

FASCINATING DRESSES.

So beauteous are the fabrics prepared for bathing gowns this year, that the wearers will surely never have the courage to allow the "sea-waves" to do more than bow to them, and they will avoid the friendly splash. Lovely are the tunics of taffetas and charmeuse, destined to be slipped over the Milanese or other swimming suits. The colours of the batik fabrics have made an appeal. They outshine the bird of paradise, and the wax which is used in creating the designs renders them partially waterproof, which is an immense advantage. The gayest of colours are chosen, and so far as the materials generally are concerned, quality makes up for quantity.

JOTTINGS.

EFFECTIVE TRIMMINGS.

Waterproof fruits and flowers are the dainty trimmings which adorn bathing caps. Some of the more ornate caps are finished with bands of waterproofed ribbon, which end in effectively bobbed streamers.

BAGGY ONES.

Another of these parasols showed a very "baggy" effect. It would not be a difficult task to fashion such a sunshade from an old one which would form the foundation, whilst figured voile could be used for the outer baggy cover. A deep fringe makes a pretty finish, but is not necessary if economy has to be studied. Most of these shore-shades are built on clumsy lines; that is, with thick handles and ferrules, which give a stumpy effect in keeping with the somewhat heavy use they get.

BATHING MODES.

Quite the nicest bathing dresses this season are made in the jumper style, with the knicker part separate and drawn with an elastic at the waist. Jersey cloth is one of the best materials to choose. It is not too flimsy, and it does not cling uncomfortably round one as does a thin silk. Some of the newest gowns of Jersey cloth are trimmed with foulard, and have the knickers of the foulard to match, but others are made all of the Jersey cloth. The sash is an important feature of the smart bathing gown of this season. It is seen in foulard, printed shantung, taffetas, flowered ribbon, satin, and soft patent leather.

One of the prettiest of smart bathing gowns seen was of sea-green jersey cloth, with orange and green leaves in cretonne cut out and appliqued on the front of the tunic and round the hem. The short sleeves and knickers were blanket stitched with orange silk, and the sash of black soft patent leather was threaded through slits and finished with two big loops at the side.

Another jersey cloth suit that looked equally charming had the effect of the white jersey cloth tunic being worn over an under-dress and knickers of cherry and white spotted foulard, but in reality the small sleeves and side pieces were attached to the tunic, and the knickers were made separately. This dress also had a sash, a fringed one of the spotted foulard.

Foulards with a crazy pattern in bright colours on a natural ground are among the newest ideas for bathing suits, and these, though they sound rather alarming, can look exceedingly nice. Another dress seen was a small zig-zag stripy pattern in emerald green on a buff ground which had a most picturesque effect. It was made very simply with green lacings down the front, over the shoulders, and on the sides of the knickers. With it was worn a very wide sash which tied in a huge bow with fringed ends at the side, and a neat turban head-dress of the same green silk.

Black taffetas with black and white striped knickers and striped sash and headdress is another fashionable note.

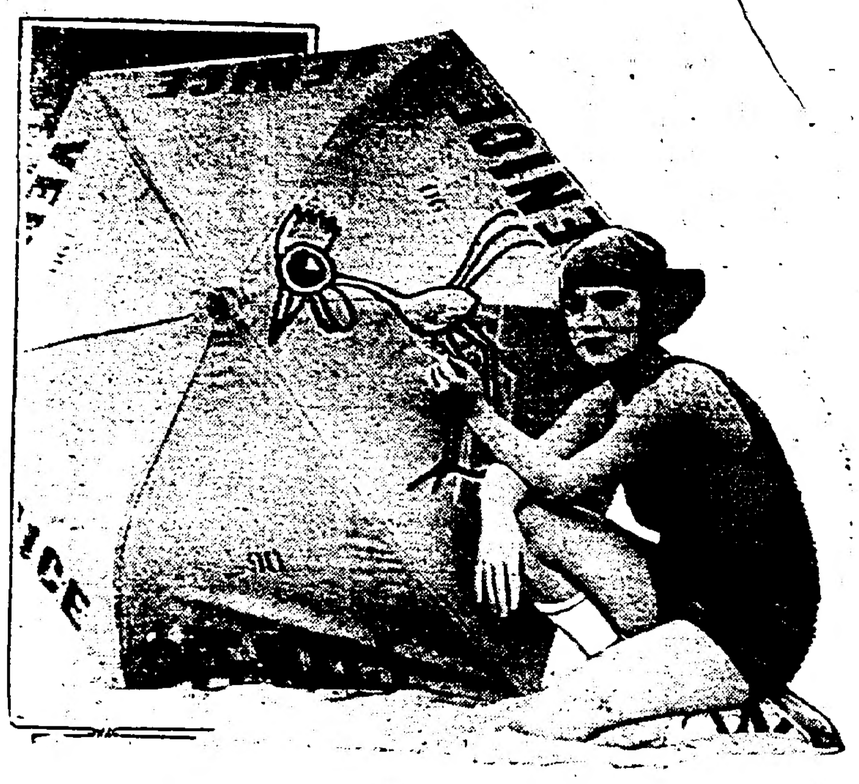
One shown in the collection of a well-known man dressmaker is in stripes of yellow, black, and white, with a yellow waist-belt. It is made with a flounced tunic, and the waist-line is long. Another is in Royal blue silk with black and grey ribbon trimmings round the neck and short sleeves. The tunic, which is fairly full, hangs over knickers and has a long waist line marked by a ribbon belt. With it was shown a shawl in white crepe de Chine with a pattern of small blue spots in the middle of a wide border of larger spots, edged with a white silk fringe. The headdress to be worn with this elaborate costume is in broad blue ribbon to match. As a beach toilet it will be sensational, but it is hardly likely to brave the waves, even in their most gentle mood. More practical is a costume in black satin with a sash at the side. A rose-coloured crepe de Chine cape has been designed to wear with it. The headdress is black. Every bathing dress is accompanied by some wonderful wrap, cape, shawl, or cloak, and the effect of the whole thing is quite as elaborate as that of an evening dress and cloak.

But for the girl who wants to look smart at a very moderate price the old-fashioned material check gingham is recommended. It makes up into the most charming bathing frocks. There are colours to suit every type, and it looks as well when in the water as out. But it has one disadvantage, from which jersey, serge, and such like materials are immune—it needs a press over with an iron after it has dried, or it looks rather bedraggled.

A NEW CAP.

The bandana handkerchief of waterproof silk, which a girl was seen wearing at a fashionable seaside resort, was really much more becoming than many of the elaborate affairs affected by other bathers and what are known amongst the scoffers as "shore loungers."

BATHING BEACH NOVELTY.



On the crowded bathing beaches at Home and in America it is not an easy matter to find one's friends. The above picture shows how one lady has overcome the difficulty. She has started a new vogue by painting an emblem upon the back of the sunshade by which her friends can locate her from among the hundreds of bathers. Her's is a futuristic chicken. Many fantastic designs are being adopted following this innovation.

EVOLUTION OF THE BATHING SUIT.

First the heavy dress-like affair that weighed about 14 pounds when wet—then the split skirt. Then followed the knitted semi-form fitting suit with a shorter skirt and stockings. The next step was to leave off the stockings and shorten the skirt. Last the one piece form fitting suit which leaves the body full play.—This is the typical present day bathing suit.

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS: VII.

Nancy and Nick stayed in the woodpecker's hole in the old maple. Their Green Shoes had made them very tiny so they were quite comfortable. Besides, they'd promised Rubadub, the fairy-man, to find out if Scramble Squirrel was happy after he had exchanged his tail for Ben Bunny's long ears.

Scramble wasn't saying whether he was happy or not, but his wife made a dreadful fuss. "I get a headache every time I took at you," she complained. "Whenever you come home with the marketing, I think you're a rabbit climbing the tree, and all the birds think so, too. They chatter all day about it."

Mr. Squirrel smiled a wise smile. "Never mind," he nodded slowly. "It will come out all right. I'm learning to climb nicely without my tail, besides, when I wish to hide anywhere I don't have to be forever wondering if part of my bushy tail is sticking out somewhere to give me away. Also, these ears are great for hearing with! I can hear Snoopy Skunk a mile away."

Nancy and Nick noticed something, and wanted dreadfully to tell him.

Just after that Scramble went off for some cress for Mrs. Squirrel to put into the soup. Nick and Nancy followed, for they wished to find out all they could to tell Rubadub when they returned to Scrub-Up Land.

Suddenly, up went Scramble's ears! (Bunny's ears really!) A faint rustling had come from behind the thorny bush near him. Aha! An enemy, discovered just in time! So Scramble squeezed hurriedly into a hole in an old stump.

"Am I all in," he wondered, "so I can't be seen? My, what a good thing I haven't a tail any more!" And he tucked in every stray hair and lay still as a mouse.

Nancy and Nick noticed something, however, and they wanted dreadfully to tell him. I'll tell you next week what it was.

(To be continued next Wednesday.)

FISH AND SEA-GULLS.

Some of the shore parasols this year are very amusing. One recently seen was of cretonne, and had a border of plain material, the rest having a most humorous design of fish and sea-shells. An original touch was given by a long ribbon streamer hanging from the ferrule. When the parasol was shut this streamer hooked on to the handle.

BRIGHT COSTUMES.

Bathing costumes are almost as ornate as evening gowns this season. Bright colours, silky materials and dainty panniered skirts are their chief characteristics, while the jumper effect is perhaps one of the most favoured of the many styles from which the bather has to choose when she purchases her swimming costumes.

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WATER RETURN.

Level and Storage of water in Reservoirs on Aug. 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919	1920
Tytam	Level with overflow	0-10 Above overflow
Tytam Byewash	Level with overflow	0-10 Above overflow
Tytam Intermediate	Level with overflow	Level with overflow
Tytam Tuk	Level with overflow	Level with overflow
Wongneichong	0-3 Below overflow	1-0 Above overflow
Pokfulam	0-1 Below overflow	0-11 Above overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Tytam	364.13	391.96
Tytam Byewash	22.17	21.53
Tytam Intermediate	185.90	185.90
Tytam Tuk	1,419.00	1,419.00
Wongneichong	29.81	31.90
Pokfulam	60.32	53.02
Total	2,117.70	2,133.36

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of July

	1919	1920	
Consumption	228.20	243.13 M	gallons
Estimated population	278,000	279,600	
Consumption per head per day	26.4	29.2	Gallons

Constant supply in all districts during July of both 1919 and 1920.

KOWLOON WATERWORKS LEVEL.

	1919	1920
Kowloon Gravitation Reservoir	Level with overflow	Level with overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Kowloon Gravitation Reservoir	352.50	352.50

Consumption of water in Kowloon in millions and decimals of gallons during the month of July.

	1919	1920	
Consumption	[illegible]	[illegible]	gallons
Estimated population	[illegible]	[illegible]	
Consumption per head per day	[illegible]	[illegible]	Gallons

The Government Analyst's results show that the water is of excellent quality.

A. H. HOLLINGSWORTH,
Water Authority.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Cuxl, from Shanghai.
Koseikoshi, from Shanghai.
Pao., from Shanghai.
1684, 1344, 7311, from Shanghai.
Santra, from Kobe.
Tongtack Stationery, Central Wellington Street, from Amoy.
Laichunsang Tongtak, Stationery Central Wellington Street, from Amoy.
Palmteg, Hongkong Hotel, from Shanghai.
Kwangsang, from Hankow.
Hetcher Queen's, from Unzen.

N. LUND,
Act. Superintendent.

Hongkong, Aug. 19, 1920.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

Brown, Hongkong Club, from Singapore.
Fry Powhattan, from Saigon.
Mrs. & Mr. Steinbuch Steamer Vonwaerwijck, from Siboga.

M. E. F. AIREY,
Superintendent.

Hongkong, Aug. 19, 1920.

MARRIED LIFE ON WEEK-END WALKS.

When a woman applied to the Highgate magistrate for a maintenance order against her husband, it was explained that the pair married secretly, parted at the church door, and had never lived together. They met on Saturdays and went for a walk, but those were the only occasions on which they saw one another. The woman said it was not a housing difficulty but parental prejudice which was behind the trouble. The perplexed magistrate said he did not see how they were going to legally separate a couple who had never lived together, and referred the woman to the court missionary.

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office 15, Gracechurch Street, London, E. C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	1,800,000
Paid Up Capital	1,050,000
Reserve Fund	1,050,000

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N. C. WILSON,
Acting Manager.

2, Queen's Road Central.
Hongkong, 12th December, 1919.

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J. USING LY,
Manager.

Hongkong, 7th July, 1919.

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TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 min.
8.00 "	to 9.30 a.m.	" 10 min.
9.30 "	to 12.00 a.m.	" 15 min.
12.00 "	to 12.30 p.m.	" 15 min.
12.30 p.m.	to 2.00 p.m.	" 10 min.
[illegible]	to 5.00 p.m.	" 15 min.
5.00 "	to 8.00 p.m.	" 15 min.

NIGHT CARS.

4.30 p.m. 9.00 p.m. 9.30 p.m.
5.30 p.m. to 12.00 p.m. every 30 minutes
11.45 p.m.

SATURDAYS.

EXTRA CAR 12.00 midnight.

SUNDAYS.

7.30 a.m.		Every 15 min.
8.00 a.m.	to 10.30 a.m.	" 10 min.
10.30 a.m.	to 11.30 a.m.	" 15 min.
11.30 a.m.	to 12.00 noon	" 15 min.
12.00 noon	to 1.00 p.m.	" 15 min.
1.00 p.m.	to 5.30 p.m.	" 15 min.
5.30 p.m.	to 8.00 p.m.	" 10 min.
8.00 p.m.	to 8.30 p.m.	" 15 min.
8.30 p.m.	to 9.15 p.m.	" 15 min.

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D. M. BIGGAR,
Hongkong Manager.

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Authorized Capital	$60,000,000.00
Paid up Capital	12,279,800.00
Reserve Funds	3,197,400.00

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Mr. Fung Ping Shan	Mr. Wong Yun Tong,
Mr. F. K. Kwok	Mr. Chan Ching Shek,
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Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—Li Tse Fong, Esq.

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For 12 months at the rate of 5% per annum.

KAN TONG PO,
Chief Manager.

Hongkong, February 12th, 1920.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK.)

Authorised Capital	Frs. 250,000,000
Subscribed Capital	150,000,000
Paid-up	75,000,000
Subscribed by the Government of the Chinese Republic	10,0[illegible]0,000

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General Manager: A. J. Pernotte

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Hongkong, 6th March 1920.

BANQUE DE L'INDO-CHINE

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Head Office; 15 bis Rue Laffitte, Paris.

Capital	Francs 48,000,000.
Reserves	50,000,000.

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Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phom-Penh	Vladivostock
Hanoi	Pondichery	

BANKERS.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, October 21st, 1918.

THE CHINESE MERCHANTS BANK, LTD.

[illegible Chinese characters]

Head Office: [illegible]

Alexandra Buildings, Chater Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

[illegible] LAU,
Chief Manager.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	£1,500,000
Silver	$23,090,000

Reserve Liability of Proprietors $15,000,000.

COURT OF DIRECTORS:
Hon. Mr. E. V. D. PARR—Chairman.
A. H. Compton, Esq.—Deputy Chairman.

G. M. Dodwell, Esq.	Hon. Mr. J. Johnstone
G. T. M. Edkins, Esq.	A. O. Lang, Esq.
A. S. Gubbay, Esq.	W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak	J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.
Acting Manager:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY and WESTMINSTER & PARR'S BANK, LIMITED.

Current accounts opened in local currency and Fixed Deposits received for one year or shorter periods in local currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, March 1st, 1920.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum monthly balances at 3½ per annum.

For the Hongkong and Shanghai Banking Corporation.

N. J. STABB,
Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

PAID-UP CAPITAL	£3,000,000
RESERVE FUND	£3,[illegible]
RESERVE LIABILITY OF PROPRIETORS	£3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter period at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, 11th April, 1914.

BANK OF CANTON LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4½% per annum.

LOOK POON SHAN,
Chief Manager.

THE YOKOHAMA SPECIE BANK LTD.

Established 1880.

Authorised Capital	Yen 100,000,000
Paid-up Capital	Yen [illegible]
Reserve Fund	Yen [illegible]

HEAD OFFICE, YOKOHAMA.

Branches and Agencies at:—

Batavia	Kai Yuen	Rangoon
Bombay	Kobe	Soerabaya
Buenos Ayres	London	Saigon
Calcutta	Lyons	San Francisco
Changchun	Los Angeles	Seattle
Dairen (Dalny)	Manila	Shanghai
Fengtien Mukden	Nagasaki	Singapore
Hankow	Newchwang	Shimonoseki
Honolulu	Osaka	Sydney
Tokyo	New York	Tientsin
Harbin	Peking	Tsinanfu
	Vladivostock	Tsingtau

Interest allowed on Current Accounts. Deposits received for fixed period at rates, to be obtained on application.

G. HASHIDZUME,
Manager.

Hongkong, 15th March 1920.

INTERNATIONAL BANKING CORPORATION.

CAPITAL AND SURPLUS: U. S. $10,000,000.
UNDIVIDED PROFITS: U. S. $500,000.

Owned by the National City Bank of New York

HEAD OFFICE: NEW YORK.

BRANCHES:

LONDON: 36 Bishopsgate, E. C.
LYONS: 27 Place Tolozan
SAN FRANCISCO: 232 Montgomery Street.
CHINA: Canton, Hankow, Harbin, Hongkong, Peking, Shanghai, Tientsin, Tsingtao.
DOMINICAN REPUBLIC: Puerto Plata, San Pedro de Macoris, Sanchez, Santiago, Santo Domingo.
INDIA: Bombay, Calcutta, Rangoon.
JAPAN: Kobe, Yokohama.
JAVA: Batavia, Sourabaya.
PANAMA: Colon, Panama.
PHILIPPINE ISLANDS: Cebu, Manila.
STRAITS SETTLEMENTS: Singapore.

BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK

ARGENTINA: Buenos Aires, Once, (Buenos Aires), Rosario.
BELGIUM: Antwerp, Brussels.
BRAZIL: Bahia, Pernambuco, Porto Alegre, Rio de Janeiro, Santos, Sao Paulo.
CHILE: Santiago, Valparaiso.
COLOMBIA: Barranquilla, Bogota, Medellin.
CUBA: Havana and 22 other cities in Cuba.
ITALY: Genoa.
PERU: Lima.
PORTO RICO: Ponce, San Juan.
RUSSIA: [illegible]
SOUTH AFRICA: Cape Town.
SPAIN: Barcelona, Madrid.
TRINIDAD: Port of Spain.
URUGUAY: Montevideo, [illegible]
VENEZUELA: Caracas, [illegible], Maracaibo.

All descriptions of banking business transacted.

Interest allowed on current accounts and fixed deposits in local or foreign currencies at rates to be ascertained on application.

[illegible],
Manager.

Hongkong, 17th May 1920.

POST OFFICE.

Money orders can now be issued payable in Germany, through the intermediary of the London Post Office.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per SHANTUNG, 27th Aug.
Japan—Per ANYO M., 27th Aug.
Straits—Per TOTOMI M., 27th Aug.
Japan—Per CEYLON M., 28th Aug.
Bombay—Per YETOROFU M., 30th Aug.

OUTWARD MAILS.

TO-MORROW.

Swatow—Per HYDRANGEA 26th Aug., 4 p.m.
Straits and Bangkok—Per HAI TAN, 26th Aug., 1 p.m.
Shanghai & North China—Per SUIYANG, 26th Aug., 5 p.m.
Swatow, Amoy & Formosa via Takao—Per SOSHU MARU, 26th Aug., 9 a.m.
Shanghai, North China Japan via Nagasaki, Canada, United States, Central, South America and *EUROPE VIA VANCOUVER Per EMPRESS OF RUSSIA, 26th Aug., Reg. 9.15 a.m. Letters 10 a.m.
*Straits, *Bangkok, *Ceylon, *Mauritius, *S. Africa, *L. Marques, *India via Dhanushkodi, Bombay, Aden, *Egypt and *Europe via Marseilles—Per PLASSY 26th Aug., Reg. 9.15 a.m. Letters 10.30 a.m.
Straits, Bangkok, Ceylon, *Mauritius, S. Africa, L. Marques, India via Dhanushkodi, Egypt and Europe via Marseilles—Per SHIDZUOKA M., 25th Aug., Reg. 9.45 a.m. Letters 10.30 a.m.

FRIDAY, 27TH AUG.

Philippine Islands—Per YUEN SANG, 27th Aug., 2 p.m.
Saigon—Per SINGAN, 27th Aug., 10 a.m.
Mauritius—Per LINDSAY MOLLER, 27th Aug., 9 a.m.
*Swatow, *Amoy and Formosa via Keelung—Per AMAKUSA M., 27th Aug., 11 a.m.
Haiphong—Per TJIPANAS, 27th Aug., 5 p.m.
Swatow, Amoy and Foochow—Per HAICHING, 27th Aug., 1 p.m.

SATURDAY, 28TH AUG.

Shanghai and North China—Per TEAN, 28th Aug., 3 p.m.
Philippine Is.—Per TAMING, 28th Aug., 3 p.m.

SUNDAY, 29TH AUG.

*Swatow, *Amoy and Formosa via Keelung—Per KAIJO M., 29th Aug., 9 a.m.

TUESDAY, 31ST AUG.

Amoy, *Shanghai & *North China—Per CHEKIANG, 31st Aug., 9 a.m.
*Swatow and *Bangkok—Per LUCHOW, 31st Aug., 11 a.m.
Swatow, Amoy and Foochow—Per HAILOONG, 31st Aug., 1 p.m.

THURSDAY, 2ND SEPT.

Shanghai and North China—Per SINKIANG, 2nd Sept., 11 a.m.
Weihaiwei, Chefoo & Tienstin—Per KUEICHOW, 2nd Sept., 2 p.m.

FRIDAY 3RD SEPT.

Swatow, Amoy & Foochow—Per HAIHONG, 3rd Sept., 1 p.m.

MONDAY, 6TH SEPT.

Shanghai, N. C. Japan via Nagasaki, Honolulu, Canada, United States, Central and S. American & Europe via San Francisco—Per SHINYO M., 6th Sept., Reg. 9.45 a.m. Letters 10.30 a.m.

THURSDAY, 9TH SEPT.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MARSEILLES—Per KAGA M., 9th Sept., Reg. 9.45 a.m. Letters 10.30 a.m.

*Correspondence bearing vessel's name only.

NEW GOVERNOR.

The King has approved the appointment of Mr John Middleton, C.M.G., Colonial Secretary of the Colony of Mauritius, to be Governor and Commander-in-Chief of the Falkland Islands, in succession to Sir W. Douglas Young, K.B.E., C.M.G., who has retired.

HOTEL LISTS.

HONGKONG HOTEL.

Corrected to 23rd August, 1920.

O. W. Anderson
Miss M. Balguy
Mrs. M. C. Balguy
Mr. and Mrs. J. Barr
A. M. Barretto
Miss N. Batchelor
R. Batchelor
H. G. Bateman
A. Behal
Mrs. E. R. Belilios
Mr. and Mrs. C. H. Benson
Mrs. L. Beyers
Mr. and Mrs. S. Bisney
Mr. and Mrs. J. M. Brady
F. P. Brady
W. E. Brown
Mrs. S. Brown
Mr. and Mrs. J. J. Callabar
A. C. Carrasco
Capt. R. S. Canvin
P. D. Chandler
C. R. Cheng
H. R. Chisholm
Mr. and Mrs. Chrisman
Miss Carlyon
E. T. R. Carlyon
A. Cohen
Mr. and Mrs. I. G. Cohn
Mr. and Mrs. J. S. Conrow
Mrs. E. F. Cortes
N. Croucher
Mr. Delaye
J. Dewar
D. P. Ellyson
A. W. Estes
Mr. and Mrs. Van Eyberger
Engr. Capt. S. P. Ferguson
J. Flemming
J. S. Gardiner
P. W. Gaylor
Mrs Getz
V. S. Giles
Capt. Grierson
I. R. Hall
Mr. W. A. Hannibal
F. R. Hill
H. E. Hockschild
E. S. Jaccard
Mrs. E. B. Jones
Capt. & Mrs. E. L. Jones
E. M. Joseph
R. Julien
N. B. Karanjia
Mr. and Mrs. R. Kowley
Dr. M. C. Lasher
Mr. and Mrs. J. C. Lauritsen
Miss H. Lakie
Mr. and Mrs. K. Lindeman
A. H. Lustig
C. P. Marcel
Dr. O. Marriott
C. W. Martyr
N. E. Mullen
Rev. and Mrs. J. S. Nagle
Mr. and Mrs. W. P. Neeson
Miss E. Nelson
W. T. Nelson
Mrs. E. A. Newcomb
M. L. Van Norden
J. E. Notte
A. B. Paddock
Mr. and Mrs. A. E. Peacock
Miss N. E. Pepperell
S. S. Perry
F. W. Pleas
R. W. Pommerer
Capt. A. H. Porter
C. H. Potter
J. A. Rabbitt
E. H. Ray
A. D. Redfern
Mrs. I. Richardson
S. E. Robertson
E. Rosenfeld
J. T. King-Salter
Capt. A. J. Scott
Mr. and Mrs. H. H. Sevler
Mrs. M. W. Shoffer
W. M. States
H. C. Stone
Mr. and Mrs. J. C. Vander Swaagh
Mr. and Mrs. C. P. Templeton
A. Tutundjian
Miss D. M. Walker
Ed Walker
Miss I. Weinberger
Mr. and Mrs. R. J. Weir
Mr. and Mrs. H. Westers
R. C. Whitney
D. B. Wickersham
G. J. Wood
Mr. and Mrs. J. B. Wood
W. M. Woolfson
A. Zobel
L. Zobel

PEAK HOTEL.

Corrected to 23rd August, 1920.

Mr. and Mrs. J. E. Abbott
Capt. Archer
Mr. and Mrs. A. E. Ashton
Dr. & Mrs. H. de Avelar
Mr. and Mrs. H. F. Barnes
R. E. O. Bird
R. Blacking
Mr. and Mrs. D. K. Blair
Mr. and Mrs. Boot
G. G. Bridger
J. G. Bridger
Capt. and Mrs. Carson
G. F. Caville
Mr. and Mrs. J. W. Church
S. N. Clark
Mr. and Mrs. E. Cockburn
C. F. Cooper
Mrs. Cormack
Mr. Coxon
B. Crowley
D. C. H. Cully
D. F. Cuthill
L. J. Davies
En. Com. W. Dawson
S. K. Dick
Mr. and Mrs. F. J. Dickie
Mr. & Mrs. John Duncan
A. W. Eastman
G. E. Ellams
G. Eveleigh
A. V. Farmer
J. Farmer
Rev. W. T. Featherstone
Lt.-Col. M. Greer
Mr. and Mrs. B. A. Hale
B. C. Hale
D. Hall
Capt. and Mrs. Hall
S. Hanisch
Mrs. L. Hansen
Maj. Harding
C. J. B. Hellstrom
A. H. Hollingsworth
Mr. and Mrs. C. E. Holmes
H. O. Hope
Mr. E. Howard
Mr. and Mrs. R. Hunter
Mr. and Mrs. J. K. Jolly
R. W. Lee Jones
Sir Ellis Kadoorie
Mr. Konkolevsky
I. A. Laing
J. B. Lamborn
J. D. Lloyd
R. S. Logan
H. C. Macnamara
P. J. Maitland
Mrs. McIntosh
Capt. H. S. Mills
Capt. Monteith
Mr. and Mrs. G. Morgan
Col. L. A. Nichol son C.M.G.
H. H. Nott
E. M. Paul
Mrs. Proton
E. B. Potter
J. S. Robinson
H. W. Rogar
Mr. and Mrs. J. B. Ross
Maj. and Mrs. Sanders
C. E. Sandstrom
O. F. Savage
Mr. and Mrs. W. Schofield
G. W. Sewell
Mrs T. P. Shannon
R. P. Shaw
A. Findley Smith
H. Spicer
Mrs and Miss Stubbings
J. F. Swindells
Mr. and Mrs. S. J. Syrett
Miss Taylor
T. Tobiassen
Maj.-Gen. F. Ventris
R. A. Walter
H. H. Webster
F. M. Weller
Miss White
A. Wilkinson
H. P. Williams
Miss L. Wilson
Mr. and Mrs. Winfield
Marshall Wood
Maj. R. A. Young

CARLTON HOTEL.

Corrected to 21st August, 1920.

C. Bahnoceda
H. Bennett
Chas. D. Bremer
W. M. Callaway
Mrs. F.E. Cameron
M. Concepcion
N. Espey
Capt. Gumley
F. S. Hamilton
O. W. Hick
J. J. Hughes
A. J. Jison
V. J. Johanson
F. Kirkpatrick
N. Marchadesch
F. Marigo
Mrs. McMullum
Capt. F. Nave
Mr. and Mrs. Parker
S. M. Pesarillo
N. Romualdez
J. J. Sinnett
J. W. Thompson
M. Tinio Jr.
S. F. Trelease

STATION HOTEL.

Corrected to 21st August, 1920.

T. Been
J. Berentson
Miss E. Best
Mrs. J. Stewart Brown
J. D. Carriere
A. Coghill
R. Dijkstra
J. H. Ellis
C. J. Endert
W. R. Haslett
J. P. Haverkamp
C. J. Higginbotham
J. J. Wierink-de Hoog
P. J. de Kant
H. T. Krull
J. Macdonald
G. Madar
L. J. Morley
H. H. Olsen
E. Riis
G. Ringnalda
Mr. and Mrs. D. W. Salter
H. Sieling
J. S. Smith
G. Swan
Wm Thom

PALACE HOTEL.

Corrected to 21st August, 1920.

Mrs. C. K. Benstead
Mrs. G. Bonnardly
R. Ferguson
Mr. and Mrs. F. Hobbs
Capt. & Mrs. H. S. Hurley
J. Jack
E. Johnson
C. H. Keay
Miss V. P. Kosloff
Mrs. V. T. Kosloff & child
J. T. Manix
Mr. and Mrs. T. Matthew
R. Nicholls
Mr. and Mrs. J. H. Oxberry
Capt. B. Pritchard
G. E. Roger
Mr. and Mrs. L. School
G. A. Searle
H. Stainfield
Mr. and Mrs. C. F. Starkey & children
Capt. O. W. Wilks

KING EDWARD HOTEL.

Corrected to 21st August, 1920.

Mrs. R. Almond
Mr. and Mrs. Arratoon
Dr. M. E. Asger
Mr. and Mrs. Baskett
O. D. Brawn
Mr. and Mrs. W. Budge
A. R. Burt
H. Chaney
Master Choi Shing
Choi Shing
A. Cohen
E. O. Coomes
B. Edwards
P. T. Farrell
Miss Farrell
J. D. Forrest
Mr. and Mrs. A. Fothergill
A. L. Fry
Mr. and Mrs. Gregory
Mr. and Mrs. A. Harrison
Mrs. J. Johnstone
Mr. and Mrs. W. H. Kerr
Mrs. J. Kilbee & child
Mr. and Mrs. C. Kohler
Mrs. Kelman
A. Leuris
Mrs. Lovegrove
E. Malino
Mr. Manuk
F. B. McMahan
Capt. T. Medina
A. Morris
D. J. Murphy
Mrs. J. F. Nicholson
T. Pala
Mrs. Passmore
J. K. Peit
Capt. B. Pritchard
J. W. Pritchard
R. H. Richards
Mrs. A. Robertson
Mr. Robscheet
Dr. & Mrs. A. B. Sonan
Mrs. Southerton
Mr. and Mrs. Stewart and Family
A. H. Swanson
F. Taylor
P. Tecson Jr.
Mr. and Mrs. Underwood
G. F. Wetton
S. Yokoyama
L. Young

ST. GEORGE'S HOUSE.

Corrected to 17th August, 1920.

W. Blackett
Mr. & Mrs. E. P. Boyce
Dr. & Mrs. Bronson
Lieut. J. J. Bryant, R.E.
Mr. & Mrs. Benton C. Byrd
H. Day
H. F. Farthing
Miss Foster
Miss Garrison
Mrs. Graves
Mr. and Mrs. I. L. Hess
Miss A. Holsted
Miss Holsted
R. O. Jaffray
Miss N. E. Jones
A. Kirk
Miss R. Lee
J. Leverett
H. R. Lloyd
I. J. Lossing
H. W. Madden
Mr. and Mrs. W. H. McHugh & 2 daughters
W. McKenzie
C. Mellis
C. L. Packe
Thos. Rennett
Arthur W. Roberts
Miss E. M. Rudy
Dr. and Mrs. H. H. Scott
Mrs. H. Tarby
Miss Tonkin
Miss Turley
John Wilkie

WEATHER REPORT.

Aug. 25d. 6h. 15m.—Warning to Hongkong:—A typhoon within 60 miles of Lat. 19° N. Long. 112° E., moving W.

Aug. 25d. 11h. 42m.—No returns from Japan and Vladivostock. Pressure has increased moderately at Weihaiwei, and decreased moderately at Tourane; other changes are slight. The northern depression has probably moved to S. Manchuria; the depression of the China Sea, is situated to the north of the Paracels, moving W. or W.S.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.76 inch. Total since January 1st, 77.42 inches, against an average of 63.67 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	E. winds, fresh; cloudy, showery.
2 Formosa Channel	N. winds, fresh to moderate.
3 South coast of China between H.K. & Hainan.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

G. W. JEFFRIES,—Director.
H.K. Observatory, Aug. 25.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks.

H.K. & S. Banks	b.	600

Marine Insurances.

Cantons	s.	385
North Chinas	n.	t. 160
Unions	b.	176
Yangtszes	n.	23
Far Easterns	n.	t. 20

Fire Insurances.

China Fires	n.	128
H. K. Fires	b.	317

Shipping.

Douglases	n.	81
H.K. Steamboats	n.	22½
Indos (Pref.)	b.	18
Indos (Def.) L. R.	s.	210
Shells	b.	143
Ferries	n.	24½

Refineries.

Sugars	n.	224
Malabons	n.	55

Mining

Kailans	b.	100/-
Langkats / Shanghai Loans / S'hai Explorations	b	15½
Raubs	n.	1.30
Tronohs	s.	35/-
Ural Caspians	s.	20/

Docks, Wharves, Godowns, &c.

H.K. Wharves	b.	84¾
K. Docks	b. & sa.	147
S'hai Docks	b.	125
N. Engineerings	n.	t. 29

Lands, Hotels & Buildings.

Centrals	b.	103
H.K. Hotels	b.	129
L. Invest.	b.	110
H'phreys Est.	sa.	7.85
K'loon Lands	b	33½
L. Reclamations	n.	140
West Points	b.	51

Cotton Mills.

Ewos	n.	t. 360
Kung Yiks	n.	t. 52
Lau Kung Mows	n.	—
Orientals	n.	—
S'hai Cottons	n.	t. 270
Yangtszepoos	n.	35

Miscellaneous.

Cements	n.	7¾
China Borneos		—
Do. Light old	t. 7.40 n.	5½
China Providents	n.	7¾
Dairy Farms	s.	21
Electrics H. K.	n.	18½
Electrics Macao	b.	30
Hongkong Ropes	n.	20
Hk. Tramways	s.	6.60
Peak Trams, old	b.	6.10
Do. new	n.	60 cts.
Steam Laundries	s.	4½
Steel Foundries	n.	10
Water-boats	b.	14¼
Watsons	b.	5.90
Wm. Powells	b.	11½
Wisemans	b.	35
Bk. East Asia	b.	115
H.K. Fires		—
Centrals		—

Hongkong, Aug. 24, 1920.

TIDE TABLE.

23rd to 29th Aug. 1920.

Day		High Water Hongkong Mean Time (h. m.)	Height (ft.)		Low Water Hongkong Mean Time (h. m.)	Height (ft.)
Mon. 23	m	4 13	5.9		11 4a	2.7
		7 21a	4.2		0 17 2a	4.1
Tues. 24	m	5 21	6.1		0 57a	2.4
		3 17a	4.3		11 30a	4.1
Wed. 25	m	6 13	6.5		1 37a	2.1
		8 4½a	4.5			
Thur. 26	m	6 54	6.6	m	0 35	3.9
		8 5?a	4.6		2 12a	1.8
Fri. 27	m	7 33	6.8	m	1 13	3.6
		9 14a	4.8		2 43a	1.5
Sat. 28	m	8 11	7.0	m	2 5	3.3
		9 28a	5.0		3 13a	1.4
Sun. 29	m	8 48	7.3	m	2 46	3.0
		9 44a	5.3		3 42a	1.4

m morning, a afternoon.

EXCHANGE.

(Opening Rate: closing Rate on Page 1).

SELLING.

T/T	4/3
Demand	4/3¼
30 d/s	4/3⅜
60 d/s	4/3½
4 m/s	4/3⅝
T/T Shanghai	Nom.
T/T Singapore	183
T/T Japan	151
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco & New York.	77
T/T Batavia	221
T/T Marks	Nom.
T/T Francs	10.85
Demand, Paris	—

BUYING.

4 m/s. L/C	4/5¼
4 m/s. D/P	4/5⅝
6 m/s. L/C	4/6
30 d/s. Sydney and Melbourne	4/6¼
30 d/s. San Francisco & New York	78¾
4 m/s. Marks	Nom.
4 m/s. Francs	11.45
6 m/s. Francs	11.65
Demand, Germany	—
Demand, New York	79¾
T/T Bombay	Nom.
Demand, Bombay	—
T/T Calcutta	Nom.
Demand, Calcutta	—
Demand, Manila	167 Nom.
Demand, Singapore	183
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	49½
Sovereign	4.60 Nom.
Gold leaf per Tael	—
Bar Silver, ready	60⅞
forward	60⅞
Bank of England rates	7%
New York/London	3.59½

SUBSIDIARY COINS.

H'kong 50 cts. pieces	$1/10 dis.
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